

## **2.0 SUMMARY**

### **2.1 PROJECT UNDER REVIEW**

This Environmental Impact Report (EIR) (State Clearinghouse No. 2006091039) has been prepared in compliance with CEQA and the State Guidelines for Implementation of CEQA (as amended, 2004). The EIR describes the proposed development of the Ontario Gateway Specific Plan that encompasses approximately 41.29 acres of land, documents the existing conditions within the City of Ontario in the vicinity of the project, and evaluates the potentially significant environmental impacts that may occur with the proposed project. Several land use entitlements will be required from various agencies for approval of the proposed Ontario Gateway Specific Plan. These include, at a minimum:

- California Department of Transportation (Caltrans), Division of Aeronautics, Heliport Permit
- Regional Water Quality Control Board (RWQCB), Storm Water Pollution Prevention Plan
- San Bernardino County Department of Agriculture, Permit
- San Bernardino County Department of Health Services, Permit
- San Bernardino County Fire Department, Permit
- City of Ontario, Water Quality Management Plan
- City of Ontario, Grading and Building Permits

#### **2.1.1 Existing Conditions**

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. Figure 3-1 shows the regional location of the project site. Figure 3-2 shows the local vicinity of the project site.

The city has expanded from the 0.38 square mile area incorporated back in 1891, up to almost 50 square miles. The economy now reflects an industrial and manufacturing base. Ten thousand acres are zoned for industrial use. With three major railroads, the San Bernardino, Pomona, and Devore Freeways (Interstate 10, State Route 60, and Interstate 15), and the LA/Ontario International Airport Ontario is well provided with major transportation resources. Its proximity to Los Angeles ensures that Ontario will continue to grow in the years ahead.

The project site is bounded by the I-10 Freeway and commercial uses to the north, Union Pacific Railroad (UPRR) and a distribution facility and parking lot for the LA/Ontario International Airport/office to the south, light industrial uses related to truck rental facility lie to the east and commercial uses to the west.

Approximately two-thirds of the project site is paved and contains an approximate 200,000 square-foot metal industrial building (industrial/storage and distribution) circa 1968, 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 and was formally used as vineyards. There are Eucalyptus windrows along the northern and eastern boundaries and a few other ornamental trees near the southern and western site boundaries.

### 2.1.2 Project Description

The Bates Company is proposing a Specific Plan referred to as Ontario Gateway Specific Plan for the development of a mixed-use plan on approximately 41.29 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, UPRR 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 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 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 3-3). Figure 3-4 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 UPRR 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 6.96-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 UPRR. 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 Planning Area is north of the proposed Guasti Road extension, south of the I-10 Freeway and the eastern side of the project site.

The 41.29-acre Specific Plan also includes 2.40 acres of Public right-of-way and 1.2 acres of Caltrans property. Table 2-1 lists the Planning Areas and gives the potential use and intensity in addition to the allowable floor area ratio which is the ratio of the floor area of a building to the area of the lot on which the building is located. The FAR represents the relationship of the size of the building to the size of the building area.

The proposed Ontario Gateway Specific Plan is consistent with the City of Ontario General Plan designation for the project site. Approval of the Specific Plan would however, require amendment to the City's Zoning Map from Specific Plan to Ontario Gateway Specific Plan. The project site also lies within the City of Ontario Redevelopment Project Area 1. A 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.

The Specific Plan includes two scenarios for both the Mixed Use and Entertainment Planning Areas. For the purposes of environmental analysis, this EIR evaluates development of an approximately 400-room hotel, a 200-bed hospital, 250,000 square feet of office, 75,000 square feet of medical office, and 80,000 square feet of auto dealership, on approximately 41.29 acres.

## **2.2 AREAS OF CONTROVERSY**

CEQA Guidelines Section 15123(b)(2) requires a discussion of areas of controversy known to the lead agency, including issues raised by responsible and trustee agencies and the public. The Draft EIR addresses the areas of controversy known to the City of Ontario or raised by responsible or trustee agencies or the public in response to the Notice of Preparation (NOP) and by the public during the public scoping meeting. No issues were raised by the public during the meeting held September 20, 2006. Appendix A includes letters sent by responsible and trustee agencies in response to the NOP, which circulated between September 11 and October 10, 2006. No areas of controversy were identified for the proposed project.

**Table 2-1**  
**Potential Land Use Concept by Planning Area**

<b>Planning Area</b>	<b>Gross Acres</b>	<b>Potential Use and Intensity</b>	<b>Max. Allowable Floor Area Ratio (FAR)<sup>2</sup></b>
Mixed Use Planning Area	11.22	Scenario 1: Hospital <sup>1</sup> (4 stories) 200 beds and Parking Structure Scenario 2: Business Park (225,000 sq. ft.)	1.0
Entertainment Planning Area	6.96	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, Parking Structure	1.0
Office Planning Area 2	3.90	Flex Medical Office (3 stories, 7,500 sq. ft.) and Parking Structure	1.0
Auto Planning Area	8.17	Auto Dealership (80,000 sq. ft.)	1.0
<b>Non Buildings</b>			
Public Right-of-Way	2.40	Includes Future Guasti Road Connection	
Caltrans Property	1.5	Not a Part	
<b>Total</b>	41.29		

1 Includes emergency room and heliport.

2. FAR of 1.0 implies that total area (area on all the floors) of a building could be equal to or less than the building's lot size.

## 2.3 ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(3) requires a discussion of issues to be resolved including a choice between alternatives and whether or how to mitigate the significant effects of the proposed project. The following issues need to be resolved for this project:

- Discuss land use compatibility near an active international airport.
- Discuss helicopter movements to and from the project site and noise impacts of helicopter operations on existing land uses.
- Discuss design elements and safety factors, not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings.
- Discuss pedestrian circulation patterns/destinations with respect to railroad right-of-way.

- Discuss activities associated with the extension of new natural gas service including: existing utility infrastructure and right-of-way/easements, number and description of new natural gas facilities, need for utility relocation/abandonment, permitting of new right-of-way/easement, and erosion impacts.
- Discuss in detail issues pertaining to extension of off-site natural gas lines to the project site with appropriate diagrams.
- Discuss hazards related to current/historic use of the project site and proximity to other identified contaminated sites and identify any remediation mechanism for the site.
- Discuss any potential impacts to cultural resources and recommend appropriate mitigation measures.

## **2.4 EIR IMPACT EVALUATION FORMAT**

Chapter 4.0 of this EIR contains an evaluation of environmental impacts that could occur with the implementation of the proposed project. Each section in Chapter 4.0 begins with a description of the environmental setting for each environmental issue. This setting includes a general discussion of the existing conditions taken from the City of Ontario General Plan, site visits, and from information provided by the organizations and agencies contacted during preparation of this EIR. The setting description is followed by a discussion of applicable plans, policies, and regulations pertaining to the specific issue being addressed. A discussion of identified impacts associated with the proposed project follows, which describes the thresholds used to determine the levels of significance before and after mitigation.

## **2.5 SUMMARY OF ALTERNATIVES**

CEQA requires that an EIR include an evaluation of a reasonable range of alternatives to the proposed project. The alternatives identified should achieve the basic objectives of the proposed project while substantially lessening or avoiding significant environmental damage (CEQA Guidelines Section 15126.6(d)). This discussion must focus on feasible alternatives capable of either eliminating any significant adverse effects, or reducing them to a less than significant level. The Guidelines also require that this section include a summary of alternatives considered and found to be infeasible. Finally, the Guidelines require the selection of an environmentally superior alternative (other than the no-project alternative).

Chapter 6.0 of this EIR contains an analysis of alternatives to the proposed project. CEQA Guidelines Section 15126.6 requires that an EIR consider and discuss alternatives that would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the project.

### **2.5.1 Description of Alternatives Considered and Rejected**

- High Rise Apartment Buildings Alternative – The consideration of high-rise apartments was not considered for further evaluation because of the site's proximity to the 10

Freeway and LA/Ontario International Airport. Also this alternative would not be compatible with the General Plan designation of Planned Commercial for the project site.

### 2.5.2 Evaluation of Feasible Alternatives

Four feasible alternatives to the proposed project are evaluated in Chapter 6.0. These are:

- No-Project/No-Development Alternative: The No Project/No Development Alternative would allow the continued existence of the building material company. While this alternative would not meet the project objectives, CEQA requires the alternative to be analyzed. This alternative is similar to the discussion of existing conditions for each issue addressed in Chapter 4.0, Environmental Impact Evaluation (e.g., aesthetics, air quality, biological resources, etc.).
- Mixed-Use Residential Development Alternative: Under this alternative the project site would be developed with approximately 10-acres of neighborhood commercial and approximately 124 medium density single-family residences. While this alternative would not meet the project objectives, CEQA requires the alternative to be analyzed.
- Super Store Costco/Sam's Club Development Alternative: Under this alternative the project site would be developed as a superstore like Costco with the one-third of northern portion in its current state as undeveloped. This would result in less traffic and possible fewer impacts due to grading. There would be less impact on the utilities as well.
- Reduced Intensity Development: The Reduced Intensity Alternative would allow for the development of a similar project by eliminating one or more uses, or by reducing the size of one or more of the proposed uses. Under this alternative the proposed project would not include the general offices proposed under the Office Planning Area 1. The peak traffic would be reduced and there would not be any high-rise structures on the project site.

## 2.6 SUMMARY OF ENVIRONMENTAL IMPACTS

### 2.6.1 Findings of the EIR

Table 2-2, included at the end of this section, summarizes the potential environmental impacts associated with the proposed project, the mitigation measures that would reduce or eliminate potentially significant impacts, and the level of significance of an impact that would occur after mitigation is implemented. This information is presented in detail in Chapter 4.0. The table summarizes all impacts that could occur with implementation of the project. The second column of the table indicates the level of significance of the impact prior to the implementation of any mitigation measures, but with consideration of design features, adherence to regulatory requirements and compliance with permit conditions.

### **2.6.2 Effects Found Not To Be Significant or Found To Be Less Than Significant**

The Initial Study, included in Appendix A, identified the following issues where no impacts would occur, or impacts would be less than significant and therefore do not require further evaluation in this EIR:

Agricultural Resources – 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

Land Use - 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.

Mineral Resources - The proposed project is not expected to significantly increase the rate of use of natural resources nor will it substantially deplete any non-renewable natural resources. 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. Any impacts are anticipated to be less than significant.

Public Controversy - The project as proposed is not anticipated to be controversial in nature upon disclosure to the public. The project will comply with all required design guidelines, landscaping, safety, circulation, and zoning requirements and will primarily service the surrounding residential community. The proposed project will increase sales tax proceeds to the City of Ontario and will not be environmentally controversial in nature. Public controversy is not expected to be significant.

### **2.6.3 Findings of Impacts That Can Be Mitigated To Less Than Significant Levels**

Mitigation measures or City imposed conditions of approval have been developed to reduce, or eliminate impacts determined to be potentially significant. Potentially significant impacts evaluated in this EIR can be avoided, eliminated, or reduced to less than significant levels with implementation of the recommended mitigation measures, Conditions of Approval and City Standard requirements except for air quality. Table 2-2 shows a matrix of potentially significant impacts that may occur with project implementation. Mitigation measures have been identified to reduce these impacts to less than significant levels. Impacts associated with aesthetics, biological resources, cultural resources, geology, hazards, hydrology and soils, noise and traffic will be less than significant after mitigation measures are implemented except for project related air quality impacts both during construction and operation.

#### **2.6.4 Findings of Significant Impacts After Mitigation Measures Have Been Implemented**

Table 2-2 lists all impacts identified in Chapter 4.0-Environmental Impact Evaluation, including impacts that cannot be mitigated to less than significant levels. For these impacts, additional discussion is required. The following impact will remain significant after mitigation measures are implemented.

Air Quality: Air quality impacts are usually discussed in terms of short-term and long-term impacts. Short-term impacts are the result of construction, grading, and painting operations and would end upon construction completion. Long-term impacts are associated with the built out condition of the proposed project.

The primary source of regional emissions generated by build-out of the proposed project would be from motor vehicles. Other on-site emissions would be generated from delivery trucks, combustion of natural gas for space heating and cooking, and vapor from gasoline dispensing.

The traffic related to the project will produce emissions of criteria pollutants that would exceed CEQA thresholds and result in unavoidable significant impacts to air quality. Section 4.2 Air Quality discusses these impacts in detail.

#### **2.6.5 Findings of Significant Cumulative Impacts**

Chapter 5.0 discusses cumulative impacts of the proposed project in conjunction with potential development proposed within the vicinity of the project site. The proposed project, in conjunction with other proposed projects identified in Table 5-1 in Chapter 5.0 would result in cumulative significant impacts to air quality.



**TABLE 2-2**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>AESTHETICS AND VISUAL QUALITY</b>			
<p><b>Impact AVQ-2:</b> Implementation of the proposed Ontario Gateway Specific Plan would result in new sources of increased lighting and glare.</p>	Potentially Significant	<p><b>AVQ-1:</b> Lighting fixtures constructed as part of new developments shall be oriented and focused onto the specific onsite location intended for illumination (e.g., parking lots, driveways, and walkways and shielded away from adjacent sensitive uses (e.g., hospitals) and public rights-of-way to minimize light spillover onto off-site areas.</p> <p><b>AVQ-2:</b> Ensure that lighting spillover onto adjacent sensitive uses (e.g., hospitals) shall be reduced by minimizing interior nighttime lighting of new developments.</p> <p><b>AVQ-3:</b> Where appropriate and feasible, project design features shall be incorporated to shield light and/or glare from vehicles entering or exiting parking lots and structures that face sensitive uses (e.g., hospitals) by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.</p> <p><b>AVQ-4:</b> Where appropriate and feasible, project design features shall be incorporated to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interference with vehicular traffic.</p>	Less than significant

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>AESTHETICS AND VISUAL QUALITY (Continued)</b>			
		<p><b>AVQ-5:</b> To the extent feasible, driveways shall be located and oriented into parking lots, parking structures, and subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses.</p> <p><b>AVQ-6:</b> To the extent practical, the height of new lighting structures shall be minimized for surface parking areas, vehicular access ways, and walkways.</p> <p><b>AVQ-7:</b> To the extent feasible, proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.</p>	
<b>AIR QUALITY</b>			
<p><b>Impact AQ-2:</b> Development of the proposed Specific Plan would violate pollutant level thresholds of established by the SCAQMD during the construction phase.</p>	<p>Potentially Significant</p>	<p><b>AQ-1:</b> Comply with SCAQMD's Rules 402 and 403 as well as the following measures:</p> <ul style="list-style-type: none"> <li>• Submit a fully executed Large Operation Notification (SCAQMD Form 403N) to the SCAQMD Executive Officer within 7 days of qualifying as a large operation;</li> <li>• Include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;</li> </ul>	<p>Significant</p>

**TABLE 2-2****SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

<b>IDENTIFIED IMPACTS</b>	<b>LEVEL OF SIGNIFICANCE (Before Mitigation)</b>	<b>MITIGATION MEASURES/ REGULATORY REQUIREMENTS</b>	<b>LEVEL OF SIGNIFICANCE (After Mitigation)</b>
<b>AIR QUALITY (Continued)</b>			
		<ul style="list-style-type: none"><li>• Maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request.</li><li>• Install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities.</li><li>• Identify a dust control supervisor that is employed by or contracted with the property owner or developer, is on the site or available on-site within 30 minutes during working hours, has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements, and has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and</li><li>• Notify the SCAQMD Executive Officer in writing within 30 days after the site no longer qualifies as a large operation.</li></ul>	

**TABLE 2-2**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>AIR QUALITY (Continued)</b>			
		<p><b>AQ-2:</b> Reduce construction equipment emissions by implementing the following measures.</p> <ul style="list-style-type: none"> <li>• Use low emission mobile construction equipment. The property owner/developer shall comply with CARB requirements for heavy construction equipment.</li> <li>• Maintain construction equipment engines by keeping them tuned.</li> <li>• Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.</li> <li>• Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.</li> <li>• Configure construction parking to minimize traffic interference.</li> <li>• Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum.</li> <li>• Schedule construction operations affecting traffic for off-peak hours to the best extend when possible.</li> <li>• Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.)</li> </ul>	

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>AIR QUALITY (Continued)</b>			
		<p><b>AQ-3:</b> Reduce ROG emissions with the implementation of the following measures to the greatest extent feasible:</p> <ul style="list-style-type: none"> <li>• Minimize the amount of paint used by using pre-coated, pre-colored and naturally colored building materials; and</li> <li>• Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible.</li> </ul> <p><b>AQ-4:</b> Reduce NO<sub>x</sub> and VOC with the implementation of the following measures:</p> <p>NO<sub>x</sub></p> <ul style="list-style-type: none"> <li>• Provide dedicated turn lanes for movement of construction trucks and equipment on- and off- site; and</li> <li>• Alternative fueled off-road equipment; and</li> <li>• Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1; and</li> <li>• Reroute construction haul trucks away from congested streets or sensitive receptor areas; and</li> <li>• Improve traffic flow by signal synchronization; and</li> </ul>	

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>AIR QUALITY (Continued)</b>			
		<ul style="list-style-type: none"> <li>• Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow; and</li> <li>• Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.</li> </ul> <p>VOC</p> <ul style="list-style-type: none"> <li>• Use required coatings and solvents with a VOC content lower than required under Rule 1113.</li> </ul>	
<p><b>Impact AQ-4:</b> Development of the Specific Plan would increase vehicular travel to the site and increase urban land uses.</p>	<p>Potentially Significant</p>	<p><b>AQ-4:</b></p> <p>Transportation Demand Management measures</p> <ul style="list-style-type: none"> <li>• Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.</li> <li>• Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.</li> </ul> <p>Energy Efficient Measures</p> <ul style="list-style-type: none"> <li>• Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors.</li> <li>• Install energy efficient street lighting.</li> </ul>	<p>Significant</p>

**TABLE 2-2**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>AIR QUALITY (Continued)</b>			
		<ul style="list-style-type: none"> <li>• Capture waste heat and reemploy it in nonresidential buildings.</li> <li>• Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.</li> <li>• Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.</li> <li>• Synchronize traffic signals.</li> <li>• Introduce window glazing, wall insulation, and efficient ventilation methods.</li> </ul>	
<b>BIOLOGICAL RESOURCES</b>			
<b>Impact BIO-2:</b> The project would result in the reduction of vegetation on-site that may be used as nesting sites.	Potentially Significant	<b>BIO-1:</b> To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (February 15 March) and mid summer (15 July August 30). If construction activities occur during the nesting season, a survey shall be conducted by a qualified expert within one week prior to removal of the trees. If active bird nests are found, impacts shall be avoided unless proper permits are obtained.	Less than Significant

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<b>IDENTIFIED IMPACTS</b>	<b>LEVEL OF SIGNIFICANCE (Before Mitigation)</b>	<b>MITIGATION MEASURES/ REGULATORY REQUIREMENTS</b>	<b>LEVEL OF SIGNIFICANCE (After Mitigation)</b>
<b>CULTURAL RESOURCES</b>			
<b>Impact CR-2:</b> Excavation during development may result in the disturbance of historic or archaeological resources.	Potentially Significant	<b>CR-1:</b> During grading activities the project site shall be monitored by an archaeologist to record and/or evaluate any resources that may be uncovered as a result of ground altering activities.	Less than Significant
<b>Impact CR-4:</b> Excavation during development may result in the disturbance of previously unidentified human remains.	Potentially Significant	<b>CR-2:</b> In the event any evidence of human remains is uncovered, the County Coroner shall be notified within 24 hours and permitted to assess the origin of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission shall be notified and permitted to name the Most Likely Descendant (MLD).	Less than Significant
<b>GEOLOGY AND SOILS</b>			
<b>Impact GS-1:</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."	Potentially Significant	<b>GS-1:</b> Prior to issuance of grading permits, the applicant shall submit a detailed Dust Control Plan in compliance with the City of Ontario Building Department and obtain all required permits from necessary agencies.	Less than Significant
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>Impact HAZ-1:</b> The proposed project may include a hospital that would involve transportation, use, storage, and/or disposal of hazardous materials (medical waste).	Potentially Significant	<b>HAZ-1:</b> In addition to complying with all State and local regulations the applicant will be required to prepare a Medical Waste Management Plan per the County Waste Management Division.	Less than Significant



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IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>HAZARDS AND HAZARDOUS MATERIALS (Continued)</b>			
<b>Impact HAZ-2:</b> The proposed project may include auto related uses that would involve transportation, use, storage, and/or disposal of hazardous materials (petroleum products).	Potentially Significant	<b>HAZ-2:</b> Prior to issuance of occupancy permits, the applicant will be required to comply with all State and local regulations including preparation of a Business/Emergency Contingency Plan.	Less than Significant
<b>Impact HAZ-3:</b> The proposed project includes demolition of buildings that may contain lead-based paint and asbestos.	Potentially Significant	<b>HAZ-3:</b> Prior to the issuance of a demolition or building permit the applicant shall prepare an updated Asbestos Survey and Lead Inspection reports as the 2003 analysis have lapsed over one calendar year. The applicant will be required to comply with the findings of the analysis.	Less than Significant
<b>Impact HAZ-4:</b> The project site is located within two miles of LA/Ontario International Airport. The project may include a heliport which may interfere with Airport approach and departure flight patterns.	Potentially Significant	<b>HAZ-4:</b> Construction contractors shall keep the flight approach and departure path within the Specific Plan area free of obstructions.	Less than Significant
<b>Impact HAZ-5:</b> The proposed project could impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan resulting in a significant impact.	Potentially Significant	<b>HAZ-5:</b> Guasti Road shall terminate in a cul de sac at the eastern boundary of the project site, as required and approved by the City of Ontario Fire Department, until a through connection is established.	Less than Significant

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>HAZARDS AND HAZARDOUS MATERIALS (Continued)</b>			
		<p><b>HAZ-6:</b> The construction contractors for future projects within the Ontario Gateway Specific Plan area shall notify the City of Ontario Police Department, Fire Department, Public Works Department—Traffic and Transportation Division, and the City Planning Department when project activities shall impede movement (such as road or lane closures) along roads within the Specific Plan area in order to allow for these first emergency response teams to reroute traffic to an alternative route, if needed. Notification will occur well in advance allowing time for the appropriate City departments to act accordingly. Consultation with the City will dictate the amount of time necessary to give notice of such an event.</p> <p><b>HAZ-7:</b> The construction contractors for future projects within the Ontario Gateway Specific Plan area shall keep at least one lane of traffic open at all times within the Specific Plan area in order to allow for movement of emergency response teams to and through the project site, if needed.</p>	

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>HYDROLOGY AND WATER QUALITY</b>			
<b>Impact HWQ-2:</b> Construction activities associated with the proposed Specific Plan would alter the drainage pattern of the site, increasing on-site flow by changing the impermeable surfaces on-site.	Potentially Significant	<b>HWQ-1:</b> Prior to issuance of grading permits, the applicant shall submit a detailed storm water drainage plan that includes design drawings for the drainage facilities that would capture, hold and/or convey storm water through the site. The plans shall meet the minimum criteria that the flow downstream of the site would match pre-construction discharge rates, quantity and locations. The plans shall be subject to approval of the City of Ontario Public Works Department.	Less than Significant
<b>Impact HWQ-3:</b> During storm events, construction activities, particularly vegetation removal, grading and excavation, could affect the amounts of sediments and suspended solids leaving the site ultimately affecting water quality down stream.	Potentially Significant	<b>HWQ-2:</b> Prior to the issuance of the grading permit, the applicant shall prepare a SWPPP which satisfies NPDES and all area wide permitting requirements. The applicant shall comply with NPDES requirements and the SWPPP and employ BMPs identified in the SWPPP during all phases of construction. BMPs shall be shown on all construction drawings and grading plans.	Less than Significant
<b>Impact HWQ-5:</b> Development of vacant land within the project site would result in new quantities of urban pollutants entering the local drainages thereby creating or contributing runoff water which would provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality, and violate any water quality standards or waste discharge requirements.	Potentially Significant	<b>HWQ-3:</b> Prior to issuance of grading permits, the Applicant must prepare a Water Quality Management Plan and file a Notice of Intent (NOI) to comply with RWQCB requirements for storm water discharge, including a full description of the discharge and a demonstration of compliance with EPA-specified effluent limits.  <b>HWQ-4:</b> Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.	Less than Significant

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>NOISE</b>			
<b>Impact N-2:</b> The surrounding land uses may be subject to noise levels in excess of the City Noise Standards during operation of the Specific Plan both due to increased traffic and on-site activities.	Potentially Significant	<b>N-1:</b> Prior to issuance of building permits, City staff shall review the proposed designs for location and type of mechanical equipment and location of any auto repair bays for the proposed auto dealership. If staff determines that these sources have the potential to exceed the City's Noise Ordinance criteria, a detailed noise assessment shall be prepared to ensure that these sources do not violate the Noise Ordinance. The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with the Noise Ordinance shall be demonstrated and any measures required to comply with the Noise Ordinance will be included in the project plans. The report shall be completed and approved by the City prior to issuance of building permits.	Less than Significant
<b>Impact N-3:</b> The proposed project would be impacted by traffic noise from the I-10 freeway and local streets, train noise from the railroad located along the southern boundary of the project site, and aircraft noise from LA/Ontario International Airport.	Potentially Significant	<b>N-2:</b> Prior to issuance of building permits for a hotel that features an outdoor recreation area or a hospital that features outdoor patio areas a detailed noise assessment shall be prepared to show that noise levels in those areas will not exceed the City's 65 CNEL standard. The noise assessment shall be prepared by a qualified acoustical consultant and shall document the sources of noise impacting the areas and describe any measures required to meet the City's standard. These measures shall be incorporated into the project plans. The report shall be completed and approved by the City prior to issuance of building permits.	Less than Significant

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>NOISE (Continued)</b>			
		<p><b>N-3:</b> Prior to issuance of building permits for any structure with interior noise standards specified by the City a detailed noise assessment shall be prepared to demonstrate that the interior noise levels will not exceed the applicable standard. The noise assessment shall be prepared by a qualified acoustical consultant and shall document the sources of noise impacting the building and describe any measures required to meet the City's standard. These measures will be incorporated into the project plans. The report shall be completed and approved by the City prior to issuance of building permits.</p>	
<b>TRAFFIC AND CIRCULATION</b>			
<p><b>Impact TC-1:</b> The proposed project would increase vehicle trips, and affect the level of service along arterial roadways and intersections.</p>	<p>Potentially Significant</p>	<p><b>TC-1:</b> Haven Avenue shall be constructed from the north project boundary to the south project boundary at its ultimate half-section width as a Divided Arterial (120+ foot right-of-way) including landscaping and parkway improvements in conjunction with the development.</p> <p><b>TC-2:</b> Guasti Road shall be constructed from Haven Avenue to its existing terminus at its ultimate cross-section width including landscaping and parkway improvements in conjunction with the development.</p>	<p>Less than Significant</p>

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>TRAFFIC AND CIRCULATION (Continued)</b>			
		<p><b>TC-3:</b> On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.</p> <p><b>TC-4:</b> The proposed project shall contribute towards the cost of necessary study area improvements on a fair share or “pro-rata” basis as determined by the City Engineer.</p> <p><b>TC-5:</b> The City of Ontario shall periodically review traffic operations in the vicinity of the proposed project once the project is constructed to assure that the traffic operations are satisfactory.</p> <p><b>TC-6:</b> The project proponent shall contribute towards the cost of necessary off-site improvements as detailed in Section IV of the Traffic Impact Analysis, on a fair share or pro-rata basis as determined by the City Engineer.</p>	

**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>TRAFFIC AND CIRCULATION (Continued)</b>			
		<p><b>TC-7:</b> The proposed project shall contribute on a fair share basis, through an adopted traffic impact fee program, in the implementation of the recommended intersection lane improvements, or in dollars equivalent to in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to Congestion Management Program intersections and freeway segments.</p> <p><b>TC-8:</b> The proposed project shall include a traffic signal at the intersection of Project Central Driveway and Guasti Road, if necessary as determined by the City Engineer.</p>	
<b>Impact TC-2:</b> The proposed project could result in inadequate parking.	Potentially Significant	<b>TC-9:</b> The proposed project shall provide sufficient parking spaces to meet City of Ontario parking code requirements in order to service on-site parking demand.	Less than Significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

IDENTIFIED IMPACTS	LEVEL OF SIGNIFICANCE (Before Mitigation)	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	LEVEL OF SIGNIFICANCE (After Mitigation)
<b>PUBLIC UTILITIES AND INFRASTRUCTURE</b>			
<b>Impact PU-2:</b> The proposed project would result in the development of more intense land uses than what currently exists on-site, and therefore would place additional demand on the existing sewer and wastewater treatment facility.	Potentially Significant	<b>PU-1:</b> Prior to submittal of building permits, a final sewer study shall be prepared and submitted to the City of Ontario for review and approval.	Less than Significant
<b>Impact PU-4:</b> The proposed project would result in the development of more intense land uses than what currently exists on-site, resulting in additional demand on existing water resources.	Potentially Significant	<b>PU-2:</b> Prior to obtaining recycled water service, the user shall enter into a Recycled Water Use Agreement with the City. Recycled water use shall be subject to terms and conditions established in the agreement, and in accordance with Chapter 8C, Section 6-8.711 Conditions of Service, Municipal Code, and other applicable codes, rules and regulations. The procedures for obtaining recycled water service shall include: 1) submitting a recycled water service application, to include as-built drawings or proposed facility plans, and the description of recycled water use; 2) preparing an Engineering Report in accordance with State Department of Health Services (DHS) guidelines for review and approval by the City and DHS; 3) entering into a Recycled Water Use Agreement with the City, and pay applicable fees; and 4) scheduling a start-up test of on-site recycled water system.	Less than Significant



**TABLE 2-2**

**SUMMARY OF IMPACTS AND MITIGATION MEASURES/REGULATORY REQUIREMENTS FOR THE PROPOSED PROJECT**

<b>IDENTIFIED IMPACTS</b>	<b>LEVEL OF SIGNIFICANCE (Before Mitigation)</b>	<b>MITIGATION MEASURES/ REGULATORY REQUIREMENTS</b>	<b>LEVEL OF SIGNIFICANCE (After Mitigation)</b>
<b>PUBLIC UTILITIES AND INFRASTRUCTURE</b>			
<p><b>Impact PU-5:</b> The proposed project would result in the development of more intense land uses than what currently exists on-site, and therefore would increase the burden on the existing solid waste system resulting in a potentially significant impact.</p>	<p>Potentially Significant</p>	<p><b>PU-3:</b> Prior to the issuance of any demolition/building permit, the applicant shall submit a Construction &amp; Demolition Recycling Plan to be prepared in accordance with Ordinance No. 2806, Article 6, Section 6-3.602. The report shall be submitted to the Director of Public Works/Community Service Agency and shall contain the following information: (1) The estimated and actual quantities of all construction waste and demolition debris listed in the construction and demolition recycling plan; (2) Copies of recycling receipts or other pertinent documentation that demonstrates waste diversion and recycling in conformance with the approved construction and demolition recycling plan. Customers shall make reasonable efforts to ensure that all construction and demolition debris diverted by recycling or landfill are measured and recorded using the most accurate method of measurement available. To the extent practical, all construction and demolition debris shall be weighed by measurement on scales in compliance with all regulatory requirements for accuracy and maintenance. For construction and demolition debris for which weighing is not practical due to small size or other considerations, a volumetric measurement shall be used. For conversion of volumetric measurements to weight, customers shall use the standardized conversion rates approved by the City for this purpose; and (3) Any additional information the customer believes is relevant to determining its efforts to comply in good faith with this section.</p>	<p>Less than Significant</p>