

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

3.1.1 Purpose and Need for the Project

The proposed project is a Specific Plan for the development of a mixed-use plan on approximately 41.29 acres. The project site is located one block east of the LA/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 three miles of the project site to the east and south, respectively. Haven Avenue is on the west boundary and the Union Pacific Railroad (UPRR) abuts the site on the south. Ponderosa Avenue lies approximately 460 feet to the east. The rapidly expanding urban area would benefit from an increase in available office, commercial, medical and other hospitality services. The City as a whole may benefit by a reduction in cross-town traffic trips that are generated for shopping or employment opportunities.

3.1.2 Project Objectives

CEQA Guidelines Section 15124(b) requires that the project description include a statement of objectives sought by the project. The goals and objectives of the City, on behalf of its residents and the members of the general public and those of the landowner/developer are vitally important as these factors, in conjunction with the City's regulatory enactments such as the General Plan and its derivative zoning ordinance, guide the review and analysis of development projects. The goals and objectives of all parties, including third parties, are considered in the course of the review of the project, its potential impacts, mitigation measures, alternatives and conditions imposed upon the land use. The following reflects the primary goals and objectives regarding the proposed development project.

Land Development Project Objectives

- To establish a clearly recognizable commercial/medical/office/hotel/business park development that provides an economically viable addition to the City of Ontario, maintains a high quality work and client environment, and enhances the quality of life for present and future residents and visitors in the City of Ontario.
- To establish a palette of compatible architectural site designs that will provide a visually attractive entrance into the City of Ontario from I-10.
- To develop a flexible plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development.
- To provide comprehensive, understandable land use regulations and design guidelines that will result in a high-quality development within the Specific Plan area that is consistent with the goals of the proposed project.
- To provide a plan for roadways, infrastructure, and utilities to support on-site land uses as the proposed project evolves.

- To provide a cohesive pattern of land uses within the project boundaries which are compatible with the surrounding uses, including the LA/Ontario International Airport and Interstate 10.
- To provide services to travelers along Interstate 10 and the LA/Ontario International Airport (e.g., hotels and restaurants).
- To service the medical needs of the community by providing a hospital and medical offices thereby assisting in improving the overall quality of life of the region.

3.2 REGIONAL SETTING

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.

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 (10, 60, and 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.

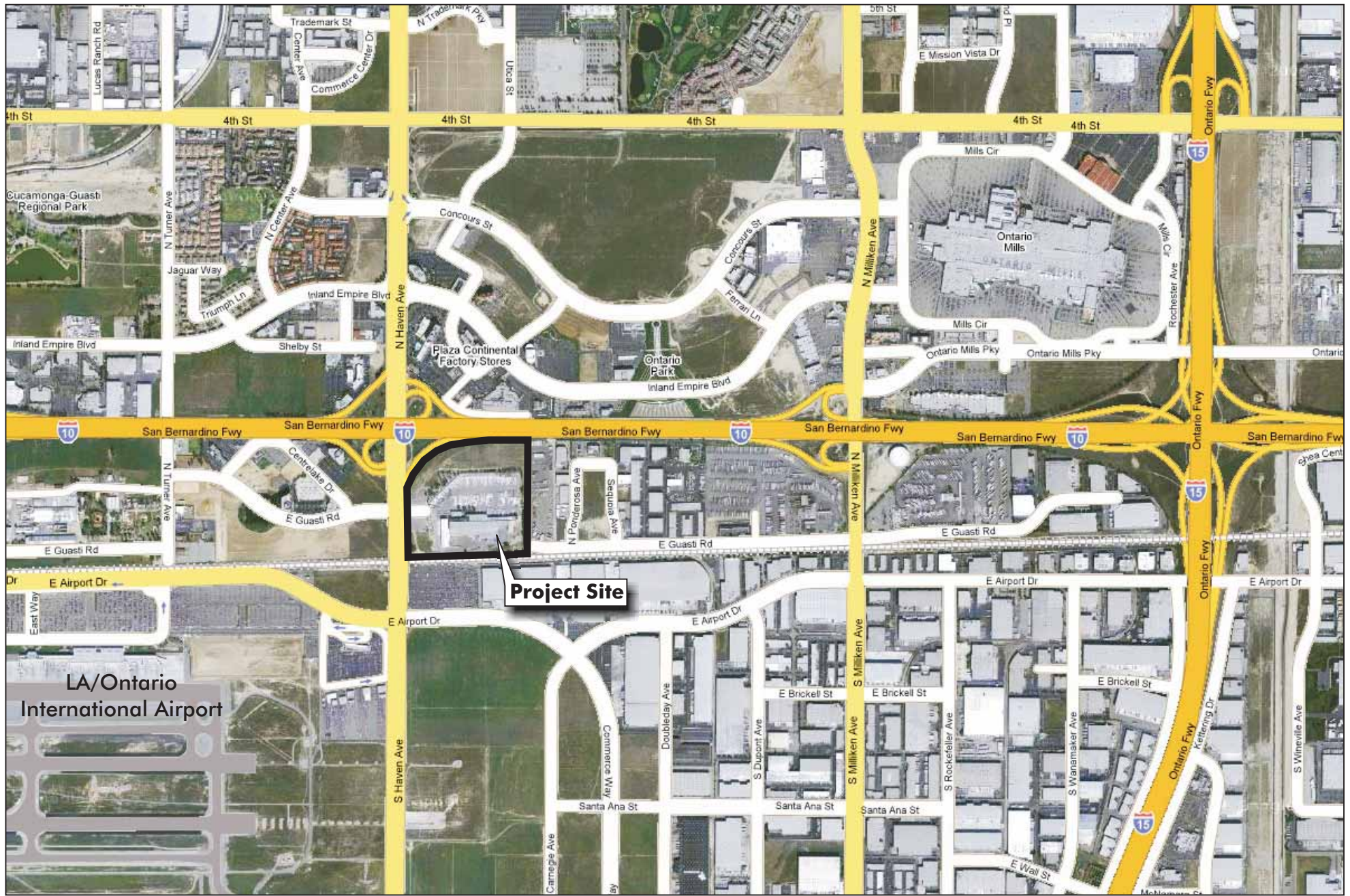
Ontario enjoys a Mediterranean-like climate with moderate temperatures and low humidity year-round. Ontario averages 312 days of sunshine annually and an average median temperature of 83 degrees Fahrenheit/24 degrees Celsius. The average annual rainfall is 16.1 inches occurring on average 23 days between November and March.

From 1980-1990, Ontario's population growth grew exponentially as available land to the west disappeared. As a result, the number of city residents went from 88,820 to 133,179, up 44,359 people (49.9%). In this period, most of the available residential land in the City's existing boundaries was developed. In the 1990s, southern California's severe recession combined with a lack of residential space caused the City's growth to slow. From 1990-2000, Ontario's population grew by 24,828 to 158,007 people making it the Inland Empire's third largest city after Riverside and San Bernardino. In the 2000-2005 period, Ontario as added another 12,366 people to reach a total 2005 estimated population of 170,373.

3.3 LOCAL SETTING

3.3.1 Surrounding Land Uses

The general area surrounding the project site is characterized by industrial, office, and retail commercial development reflecting the area's close proximity to the LA/Ontario International Airport and regional freeways. Surrounding land uses and zoning are shown in Table 3-1. Figure 3-2 shows the general vicinity.



Vicinity Map

Ontario Gateway Specific Plan
City of Ontario, California

Figure 3-2



LILBURN
CORPORATION

**Table 3-1
Surrounding Land Uses**

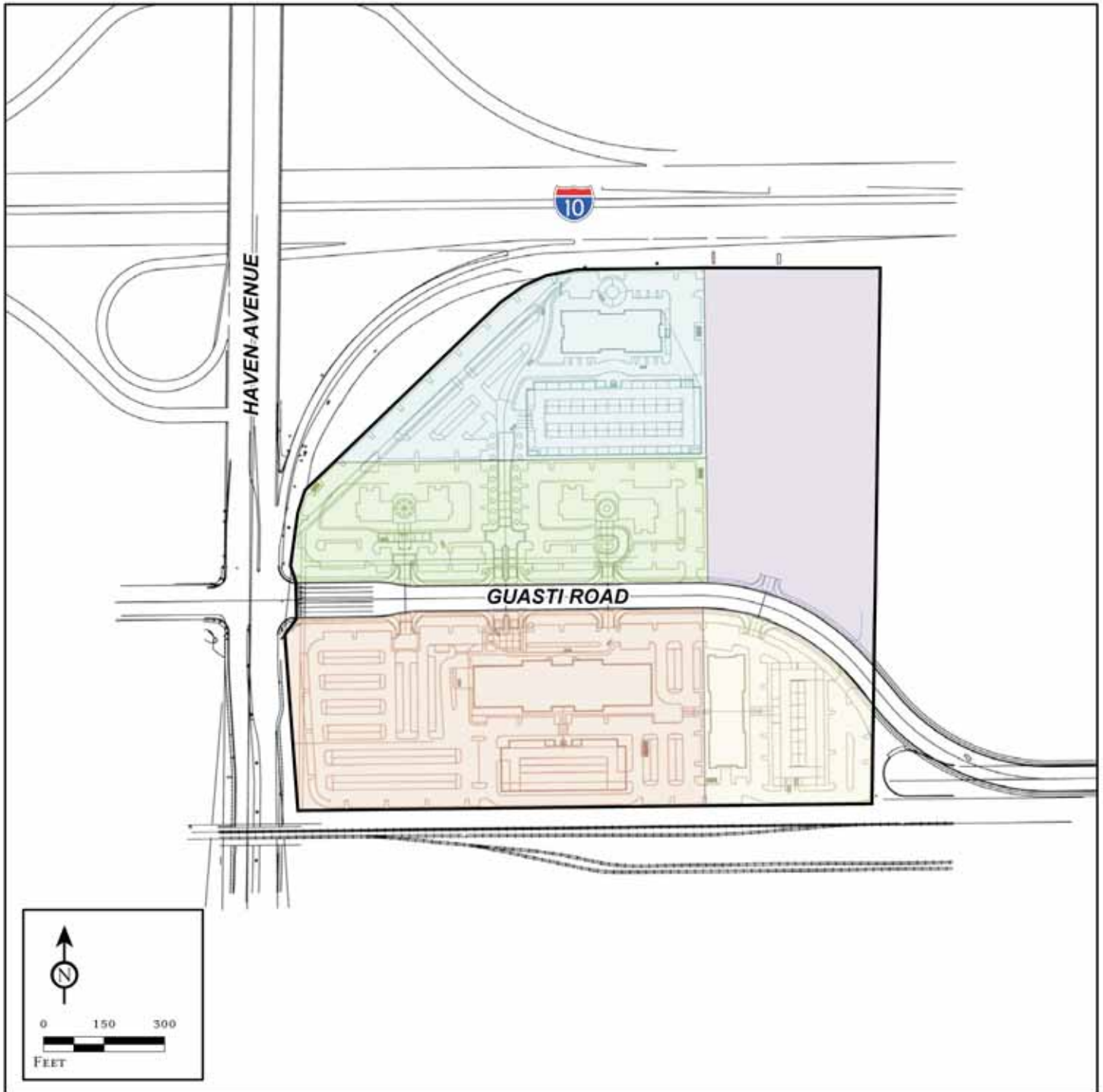
	Zoning	Current Land Use
North		Interstate 10 Freeway
South	California Commerce Center (2591 Specific Plan)	Distribution facility and an airport parking lot
East	Limited Industrial	Truck rental facility
West	Centerlake Business Park (2560 Specific Plan)	Office buildings and restaurants

3.4 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), 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 boundaries and a few other ornamental trees near the southern and western site boundaries.

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.




Source: MacDavid Aubert and Assoc., Inc. 12/06.

 *PROJECT BOUNDARY*
PLANNING AREAS

 *AUTO PLANNING AREA (8.17 ACRES)*

 *ENTERTAINMENT PLANNING AREA (6.06 ACRES)*

 *MIXED USE PLANNING AREA (11.72 ACRES)*

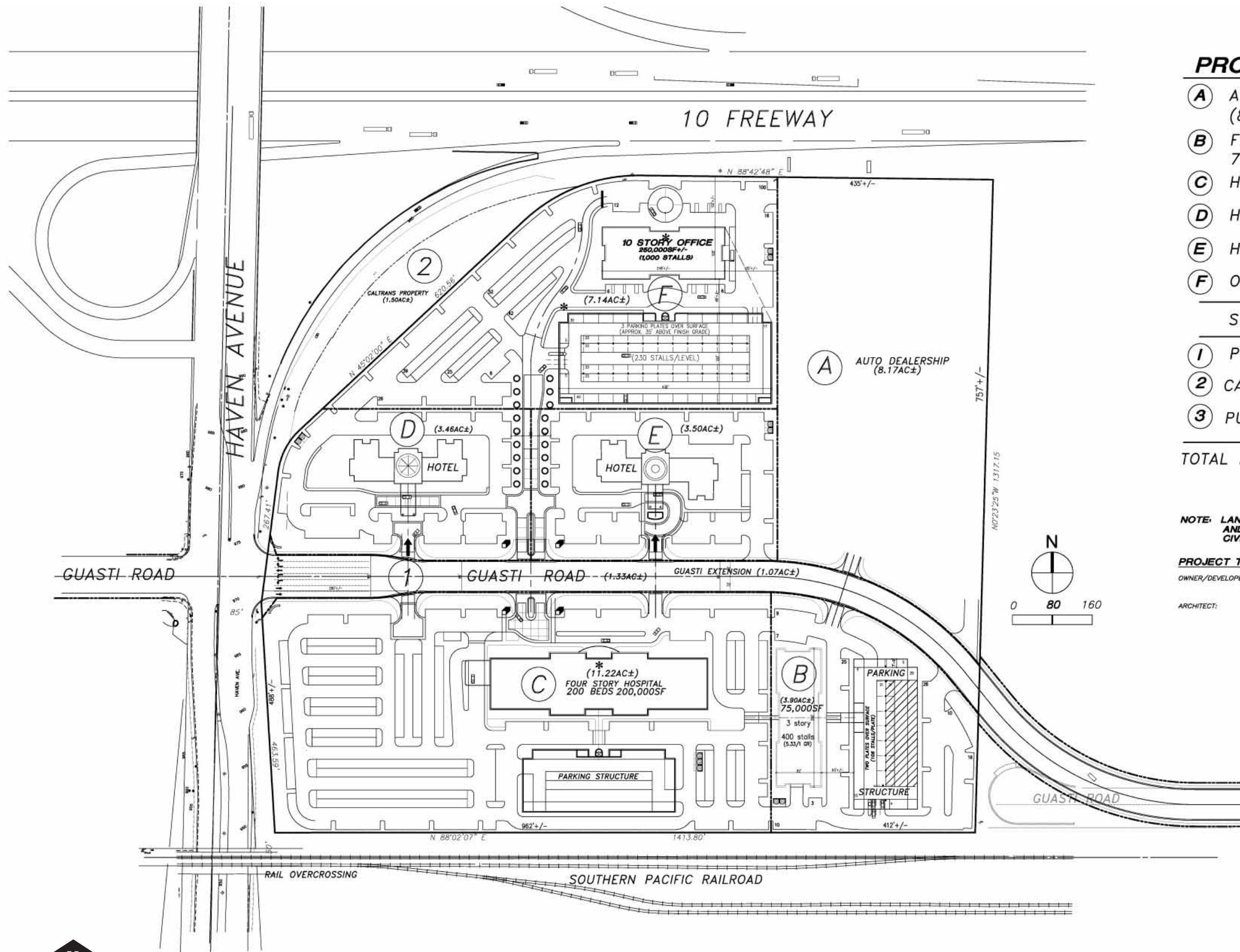
 *OFFICE PLANNING AREA 1 (7.14 ACRES)*

 *OFFICE PLANNING AREA 2 (3.00 ACRES)*

Conceptual Planning Areas

Ontario Gateway Specific Plan
City of Ontario, California

Figure 3-3



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

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GRAPHIC LEGEND

* 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)

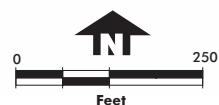
LEGAL DESCRIPTION

Source: MA and Associates, Inc., 2006.

Conceptual Site Plan

Ontario Gateway Specific Plan
City of Ontario, California

Figure 3-4



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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.

Table 3-2 lists the Planning Areas and gives the potential use and intensity in addition to the allowable floor area ratio (FAR).

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.

Design Considerations

In order to reduce potential visual impacts to the surrounding area, specific design elements would be implemented within the Ontario Gateway Specific Plan project area. The design, detail, building materials, and colors of the new development as documented in the Specific Plan, would be compatible with the adjacent buildings. Building facades would include bay windows, balconies, arcades, towers, and other projections to avoid a monotonous appearance and/or

overly horizontal composition. The mass of new structures, as viewed from public streets, would be softened by landscaping or lessened by small-scale elements such as windows, panels, and other detail features to avoid monotony in design. All buildings on site would provide the same architectural quality as other commercial buildings within the Specific Plan.

The entrance for office buildings would be a major focal point and readily identifiable from a distance. Parking structures would be designed and constructed to the same standard of quality as the uses they serve and would be integrated into the overall development, making them convenient, accessible and safe. Each proposed development plan submittal would be reviewed for its overall design, with allowances for individuality and special functional needs.

Table 3-2
Potential Land Use Concept by Planning Area

Planning Area	Gross Acres	Potential Use and Intensity	Max. Allowable Floor Area Ratio (FAR)²
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	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
Non Buildings			
Public Right-of-Way	2.40	Includes Future Guasti Road Connection	
Caltrans Property	1.5	Not a Part	
Total	41.29		

¹ Includes emergency room and a 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.

General Concepts for Planning Area

Within the Ontario Gateway Specific Plan, site and building design would first address the nature and function of the proposed use, and how the structure and design of the building could best accommodate that use. The architectural design and details of the structure would then be applied to enhance the use and provide an aesthetically pleasing façade, particularly for areas within public view. Landscaping would be provided to highlight positive visual features, to screen negative ones, and to provide a cool, pleasant outdoor environment. Each development plan submittal will be reviewed for its overall design, with allowances for individuality and special function needs.

Table 3-3 discusses some conceptual guidelines for different building types within the Specific Plan.

Plazas and surrounding buildings are shaped and molded by one another. Plazas will be designed to accommodate a variety of functions and activities. The owners and property owners association shall maintain buildings and grounds of Specific Plan site in a manner that complies with both the Ontario Property Appearance Ordinance and the conditions of approval set forth by City departments and agencies.

Table 3-3
General Design Guidelines for Various Building Uses

Building Uses	Siting	Architecture	Pedestrian Access	Rooftops	Allowable Uses
Parking Structures	Pedestrian connections between parking structures and uses would be convenient, direct and well lit. Vehicular access would minimize conflict with pedestrian access.	Architectural design, horizontal and vertical articulation, and detail shall be used to reduce the perception of a massive scale. When required, structures would be screened by landscaping.	Multiple pedestrian access points should be provided with at least one walkway connecting the parking structure directly to the building it serves.	Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters.	Alternative uses of parking structures are encouraged like: small service retail, car wash, pharmacy etc.
Transient Lodging (hotel)	Pedestrian connections between hotel and other uses would be convenient, direct and well lit. Vehicular access would minimize conflict with pedestrian access.	Buildings shall be compatible with adjacent lodging buildings. Building entrance should be designed as a focal point. Facades should include balconies, arcades, bay windows, etc. to avoid monotony.	Multiple pedestrian access points should be provided. Adequate and appropriate security measures should be provided to ensure safety of guests and staff.	Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters. Rooftops for building less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.	Limousine/Taxi Service, full-service restaurants, ancillary mini-mart, real estate office, art galleries, clothes and accessories store, etc. are some of the uses that are allowed within this building use.

3.0 Project Description

Building Uses	Siting	Architecture	Pedestrian Access	Rooftops	Allowable Uses
Hospital Facilities	Buildings should be laid out to shape open spaces such as plaza that will create places for people to socialize. Patient pick-up/drop-off area shall be covered and adjacent to the building entrance.	Buildings shall be compatible with adjacent related buildings. Building entrance should be designed as a focal point. Facades should include balconies, arcades, bay windows, etc. to avoid monotony.	Multiple pedestrian access points should be provided. Adequate and appropriate security measures should be provided to ensure safety of patients, visitors and staff.	Design of building roofs should contribute to the overall articulation of the building. Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters. Rooftops for building less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.	Allowable uses include offices, florist, gift shop, pharmacy, ambulance or medical transport service, and cafes.
Office Buildings	Buildings should be laid out to shape open spaces such as plaza that will create places for people to socialize. Pedestrian connections between office buildings and other uses would be convenient, direct and well lit.	Buildings shall be compatible with adjacent office buildings. Building entrance should be designed as a focal point. Facades should include balconies, arcades, bay windows, etc. to avoid monotony. Windows on ground floor facades on street must cover a minimum of 40% and a maximum of 75% of the ground floor façade. Windows on upper floor facades on street must cover a minimum of 30%.	Multiple pedestrian access points should be provided. Adequate and appropriate security measures should be provided to ensure safety of employees and visitors.	Design of building roofs should contribute to the overall articulation of the building. Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters. Rooftops for building less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.	Allowable uses include offices, some retail and restaurants.
Business Park Facilities	Buildings should be grouped together to form a central plaza between buildings. Pedestrian connections between business park facilities and other uses would be convenient, direct and well lit. Vehicular access would minimize conflict with pedestrian access.	Buildings shall be compatible with adjacent buildings. Building entrance should be designed as a focal point. Facades should include balconies, arcades, bay windows, etc. to avoid monotony.	Multiple pedestrian access points should be provided. Adequate and appropriate security measures should be provided to ensure safety of employees and visitors.	Design of building roofs should contribute to the overall articulation of the building. Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters. Rooftops for building less than 10 floors should be treated with decorative	-----

Building Uses	Siting	Architecture	Pedestrian Access	Rooftops	Allowable Uses
				materials such as gravel designs to enhance the views from taller buildings.	
Non-Auto Related Commercial	Buildings should be laid out to shape open spaces such as plaza that will create places for people to socialize. Pedestrian connections between commercial buildings and other uses would be convenient, direct and well lit. Vehicular access would minimize conflict with pedestrian access.	Buildings shall be compatible with adjacent buildings. Building entrance should be designed as a focal point. Facades should include windows, towers, and other projections to avoid monotony.	Multiple pedestrian access points should be provided. Adequate and appropriate security measures should be provided to ensure safety of employees and customers.	Design of building roofs should contribute to the overall articulation of the building. Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters. Rooftops for building less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.	-----
Auto Related Commercial	Pedestrian connections between auto-related commercial buildings and other uses would be convenient, direct and well lit. Vehicular access would minimize conflict with pedestrian access. One vehicle loading/unloading area shall be provided per vehicle sales facility and clearly demarcated. A minimum of six queuing spaces for service write-ups shall be provided and shall not encroach into required parking or loading spaces.	Buildings shall be compatible with other commercial buildings within the Specific Plan. Facades should include windows, towers, and other projections to avoid monotony.	Multiple pedestrian access points should be provided. Adequate and appropriate security measures should be provided to ensure safety of employees and customers. Oversized walkways, landscaping and other features should be used for a more appropriate scale.	Rooftops may be clad with corrugated standing seam, or battened steel roofing that shall be galvanized, with colors approved by the DAB. Design of building roofs should contribute to the overall articulation of the building. Landscaping of the rooftop perimeters are encouraged by use of column-mounted vine planters or by raised planters. Rooftops for building less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.	Allowable uses include showrooms, sales offices, service buildings, vehicle sales, and auto part sales.