

FINAL ENVIRONMENTAL IMPACT REPORT

Volume II

SCH #2004071095

West Haven Specific Plan
(PSP03-006)

APPENDIX K

**Notice of Competition/Notice of Availability and
DEIR Comments/Responses**

Notice of Completion & Environmental Document Transmittal Form

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



(Overnight)
To: ☒ State Clearinghouse
1400 Tenth Street, Room 222
Sacramento, California 95614

(US Mail)
☐ State Clearinghouse
PO Box 3044
Sacramento, California 95812-3044

SCH # 2004071095

Project No./Name: West Haven Specific Plan (PSP03-006)

Lead Agency: City of Ontario

Street Address: 303 E. "B" Street

City: Ontario

Zip Code: 91764

Contact Person: Richard C. Ayala

Phone: (909) 395-2036

County: San Bernardino

Project Location: Located at the southwest corner of Riverside Drive and Haven Avenue in the southeastern portion of the City.

County: San Bernardino

City: Ontario

Cross Streets: Riverside Drive and Haven Avenue

Total Acres: 202

Assessor's Parcel No.:

Section: 11 and 14

Township: 2S

Range: 7W

Base: San Bernardino

Within 2 Miles of:

State Hwy Nos.: State Route 60 and Interstate 15

Waterways: None

Airports:

Railways: SPRR

Schools: Grace Yockey Middle

Document Type:

CEQA:

☐ NOP

☐ Early Consultation

☐ Negative Declaration

☒ Draft EIR

☐ Supplemental/Subsequent EIR

(prior SCH #

☐ Other:

NEPA:

☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other:

☐ Joint Document

☐ Final Document

☐ Other:

Local Action Type:

☐ General Plan Update

☐ General Plan Amendment

☐ General Plan Element

☐ Community Plan

☒ Specific Plan/Amendment

☐ Master Plan

☐ Planned Unit Development

☒ Site Plan

☐ Zone Change

☐ Prezone

☐ Use Permit

☐ Subdivision

☐ Annexation

☐ Redevelopment

☐ Coastal Permit

☒ Other: Tract Map, Development Agreement

Development Type:

☒ Residential DU's: 753

☐ Office SF:

☒ Commercial SF:

☐ Industrial SF:

☒ Educational

☐ Institutional

☒ Recreational

Ac:

Ac:

Ac: 9.2

Ac:

Emp:

Emp:

Emp:

☐ Water Facilities

☐ Transportation

☐ Mining

☐ Power

☐ Water Treatment

☐ Hazardous Waste

☐ Other:

Type:

Type:

Mineral:

Type:

Type:

Type:

MGD:

Watts:

Total Acres (approx.): 202

Project Issues Discussed in Document:

☒ Aesthetics/Visual

☒ Agricultural Land

☒ Air Quality

☒ Archeological/Historical

☐ Coastal Zone

☒ Drainage/Absorption

☐ Fiscal

☒ Flood Plain/Flooding

☒ Forestland/Fire Hazard

☒ Geologic/Seismic

☒ Minerals

☒ Noise

☒ Population/Hous'g Balance

☒ Public Services/Facilities

☒ Recreation/Parks

☒ Schools/Universities

☒ Septic Systems

☒ Sewer Capacity

☒ Soil Erosion/Grading

☒ Solid Waste

☒ Toxic/Hazardous

☒ Traffic/Circulation

☒ Vegetation

☒ Water Quality

☒ Water Supply/Groundwater

☒ Wetland/Riparian

☒ Wildlife

☒ Growth Inducing

☒ Land Use

☒ Cumulative Effects

☐ Other:

Existing Land Use: Agriculture

Existing Zoning: Specific Plan (Specific Plan - AG Preserve)

Existing General Plan: Residential - Low Density,, 4.6

DU/Gross Acreage; Commercial Neighborhood Center

Project Description: The Project is a 202-acre master planned community that proposes the following Land Use Designations: Residential Low Density, Residential Medium Density, Neighborhood Commercial Center, Elementary School, and Neighborhood Park. The Project land uses will include 753 single-family detached residential units, approximately 9.2 acres of commercial development (including 87,000 square feet of building area and a parking lot), a 10-acre “concept” elementary school, a 5-acre “concept” neighborhood park, and approximately 8.8 acres of paseos and pocket parks throughout the Project area and the adjacent utility easements.

REVIEWING AGENCIES CHECKLIST

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X." If you have already sent your document to the agency, please denote that with an "S."

<input type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Parks & Recreation
<input checked="" type="checkbox"/> Caltrans District No. 8	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Planning (Headquarters)	<input type="checkbox"/> Reclamation Board
<input type="checkbox"/> Coachella Valley Mountains Conservancy	<input checked="" type="checkbox"/> Regional WQCB No. 8-Santa Ana
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> S.F. Bay Conservation & Development Commission
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> Santa Monica Mountains Conservancy
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Clean water Grants
<input checked="" type="checkbox"/> Fish & Game Region No.	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Forestry & Fire Protection	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> Housing & Community Development	
<input type="checkbox"/> Integrated Waste Management Board	<input type="checkbox"/> Other:
<input type="checkbox"/> Native American Heritage Commission	<input type="checkbox"/> Other:
<input type="checkbox"/> Office of Emergency Services	

LOCAL PUBLIC REVIEW PERIOD *(to be completed by lead agency)*

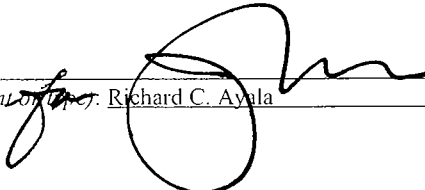
Start Date: July 20, 2006

End Date: September 5, 2006

Lead Agency *(complete if applicable)*

Consulting Firm: URS Corporation
Address: 10723 Bell Court
City/State/Zip: Rancho Cucamonga, CA 91730
Contact: Juan Villalobos
Phone: (909) 980-4000

Applicant: JMS Turner LLC, Centex Homes, Stratham Homes
Address: (insert text)
City/State/Zip: (insert text)
Phone: (insert text)

Signature: 
Name (printed): Richard C. Ayala

Date: July 19, 2006
Title: Senior Planner

California Environmental Quality Act
**Notice of Availability of a
Draft Environmental Impact Report**

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



TO: Property Owners, Responsible Agencies & Interested Parties
FROM: City of Ontario, 303 East "B" Street, Ontario, CA 91764
SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

NOTICE IS HEREBY GIVEN that a Draft Environmental Impact Report (DEIR) has been prepared the project identified below. Copies of the DEIR and all documents referenced in the DEIR are on file at Ontario City Hall, 303 East "B" Street, Ontario, CA 91764, and are available for public review at the Planning Department. Comments will be received until 5:00 p.m. on September 5, 2006, at the address below. Pursuant to State law, comments received after that date may not be considered. Comments may also be submitted via e-mail to: RAYALA@CI.ONTARIO.CA.US. Any person wishing to comment on this matter must submit such comments, in writing, to the City prior to this date. Comments of all Responsible Agencies are also requested.

Project Title/File No.: West Haven Specific Plan (PSP03-006)

Project Location: The West Haven Specific Plan is identified as 80 acres in Subarea 6 and 122 acres of Subarea 12 in the northeast quadrant of the City of Ontario's 8,200-acre New Model Colony (NMC), in the City of Ontario, San Bernardino County, California. The project site is surrounded by residence to the west and north and agricultural and dairy farms to the south and east. Riverside Drive is located at the northern project boundary; Haven Avenue to the east; Turner Avenue to the west; and SCE Corridor to the south of the project site.

Project Description: The Project is a 202-acre master planned community that proposes the following Land Use Designations: Residential Low Density, Residential Medium Density, Neighborhood Commercial Center, Elementary School, and Neighborhood Park. The Project land uses will include 753 single-family detached residential units, approximately 9.2 acres of commercial development (including 87,000 square feet of building area and a parking lot), a 10-acre "concept" elementary school, a 5-acre "concept" neighborhood park, and approximately 8.8 acres of paseos and pocket parks throughout the Project area and the adjacent utility easements.

The Significant Effects on the Environment, if any, Anticipated as a Result of the Project: Agricultural Resources, Air Quality, Noise and Transportation/Traffic.

Lead Agency: City of Ontario, 303 E. B Street, Ontario, California 91764

Date when project noticed to public: July 20, 2006

Public Hearing: August 22, 2006 at 6:30 p.m., the Planning Commission will receive public comments on the DEIR

Review Period: July 20, 2006 to September 5, 2006

Contact Person: Richard C. Ayala, Senior Planner **Telephone:** (909) 395-2421

E-mail: RAYALA@CI.ONTARIO.CA.US

Comments should be addressed to: Richard C. Ayala
City of Ontario, Planning Department
303 East B Street
Ontario, California 91764



January 5, 2007

Ms Susan Nakamura
Planning & Rules Manager
SCAQMD
21865 Copley Drive
Diamond Bar, CA 91765-4178

Re: City of Ontario West Haven Specific Plan, SCH 2004071095, Final Environmental Impact Report Response to Comments Letter dated September 14, 2006

Dear Ms Nakamura:

The City of Ontario received the above referenced letter in response to the circulation of the Draft Environmental Impact Report for the above mentioned project. The enclosed document includes sections of the original letter submitted by your agency and the City's response to that letter. The Final Environmental Impact Report will be heard for certification by the Ontario City Council on January 16, 2007 at 6:30pm. This notice serves to satisfy the requirements of CEQA Section 21092.5(a).

The Final EIR is available for review at the City of Ontario, 303 East B Street, Ontario, California 91764.

We appreciate your participation in the CEQA process. On behalf of the City of Ontario, thank you for your time and consideration of this project.

Sincerely,

CITY OF ONTARIO
Planning Department


Richard Ayala, Senior Planner

Cc: Juan Villalobos, URS Corporation
w/ Enclosure

**Response to
South Coast Air Quality Management District (SCAQMD)
Dated: September 14, 2006**

Architectural Coatings

Comment #1:

On page 6 the URBEMIS 2002 output sheets in Volume II under construction, the lead agency has changed the pounds of ROG per 1000 square feet default value for architectural coatings for residential and non-residential uses from 0.0185 to 0.000834 without an explanation to support the lower emission factor. In the Final EIR, the lead agency should include an explanation to support the lower value or revise the modeling using the default value of 0.0185.

Response #1:

In response to Comment #1, the lead agency has revised the URBEMIS 2002 modeling and the default value of 0.0185 lbs ROG per 1,000 square feet has been used and the analysis is summarized in the Air Quality section of the FEIR.

Comment #2:

The SCAQMD recommends that the lead agency consider the following mitigation measure, if feasible, to reduce VOC emissions from construction activities should the lead agency's estimates of VOC emission impacts prove to significant.

Recommended Additions:

1. Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50%.
2. Use required coatings and solvents with a VOC content lower than required under Rule 1113.
3. Construct/build with materials that do not require painting.
4. Use pre-painted construction materials.

Response #2:

Concur. If feasible, the lead agency will take into consideration the recommended mitigation measure should there be a need to modify the current model. In the revised URBEMIS 2002 model, the ROG emissions are significant and the above mitigation measures have been added.

Availability of Low Emission Technologies

Comment #3:

On page 6 of the URBEMIS 2002 output sheets in Volume II under construction, the lead agency has switched on mitigation measures including cooled exhaust recirculation (EGR) and diesel particulate filters to reduce emissions from construction equipment. It is recommended that the lead agency investigate the availability of cooled EGR, diesel particulate filters, lean NO_x catalyst and demonstrate that they are available for the

proposed project. Currently, the availability of the low emission technologies, the lead agency should turn off these mitigation measures in the URBEMIS 2002 computer model and not take credit for control efficiencies associated with them.

In addition, should the lead agency determine that these low emission technologies are available, the lead agency should formally adopt any mitigation measures that is included in the URBEMIS 2002 computer model's emission estimates and list these adopted measures in the Final EIR along with the other measures listed in Volume I on page 3-19.

Response #3:

In response to Comment #3, the lead agency has revised the URBEMIS 2002 modeling and has not taken credit for the mitigation measures which are not included. The analysis and discussion is included in the Air Quality section of the FEIR.

Localized Significance Thresholds

Comment #4:

Because the proposed site is located less than a quarter-mile from existing single-family residences (page 2-1 in Volume I of the Draft EIR), a localized air quality analysis may be warranted to ensure that the residents in those existing land uses are not adversely affected by the construction activities that are occurring in close proximity. SCAQMD guidance for performing a localized air quality analysis can be found at the following web address: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

Response #4:

In response to Comment #4, the lead agency has performed the LST analysis for the construction of the project. The analysis and discussion is included in the Air Quality section of the FEIR.

Comment #5:

In addition to the short-term (construction) mitigation measures proposed in Volume I on pages 3-18 and 3-19, the SCAQMD recommends that the lead agency consider modifying the following mitigation measure and consider additional mitigation measures to further reduce construction oxides of nitrogen (NOx) and PM 10 fugitive dust air quality impacts from the project, if applicable and feasible:

Recommended Changes:

- Identification of disturbed portions of the Project's construction site expected to remain inactive for longer than a period of ~~three months~~ ten days. These portions shall ~~be~~ have non-toxic soil stabilizers applied according to manufacturers' specifications or be seeded or watered until grass cover is grown.
- All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (winds greater than 25 mph as instantaneous gusts averaged over one hour), or during Stage 1 or Stage 2 air quality episodes.

- Pavement of all on-site roads shall occur as soon as feasible. In the interim they shall be watered periodically or chemically stabilized. Additionally, all adjacent streets shall be cleared using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks (i.e. recommended street sweepers with reclaimed water).

PM10 – Recommended Additions:

- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

NOx – Recommended Additions:

- Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site;
- All vehicles and equipment will be properly tuned and maintained according to manufacturer's specifications;
- Configure construction parking to minimize traffic interference;
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Use clean construction equipment; emulsified diesel fuels; construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies, etc.

Response(s) #5:

If applicable, the mitigation measures will be revised accordingly with minor revisions. These recommended changes/additions will read as follows:

Recommended Changes:

- Identification of disturbed portions of the Project's construction site expected to remain inactive for longer than a period of one month. These portions shall have non-toxic soil stabilizers applied according to manufacturers' specifications or be seeded or watered until grass cover is grown.
- All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (winds greater than 15 mph until winds are less than 25 mph and average over 20 minutes), or during Stage 1 or Stage 2 air quality episodes.
- Pavement of all on-site roads shall occur as soon as feasible. In the interim they shall be watered periodically or chemically stabilized. Additionally, all adjacent public streets shall be cleared using SCAQMD Rule 1186 certified street

sweepers or roadway washing trucks (i.e. based on lead agency supply availability recommend street sweepers use reclaimed water).

PM10 – Recommended Additions:

- If feasible, install wheel washers where vehicles enter and exit the construction site onto public paved roads or wash off trucks and any equipment leaving the site each trip.
- If feasible, appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

NOx – Recommended Additions:

- It is highly recommended that all ~~Prohibit~~ all diesel trucks be prohibited from idling in excess of five minutes, both on- and off-site;
- It is highly recommended that all vehicles and equipment will be properly tuned and maintained according to manufacturer's specifications;
- It is highly recommended to include a configure construction parking to minimize traffic interference;
- It is highly recommended to provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- It is highly recommended to reroute construction trucks away from congested streets or sensitive receptor areas;
- It is highly recommended to provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- It is highly recommended to use clean construction equipment; emulsified diesel fuels; construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies, etc.

CO Hotspot Analysis

Comment #6:

On pages 3-112 to 3-116 in Volume I of the Draft EIR(Off-Site Project Mitigation), the lead agency has shown the projected results from the influence of mitigation measures on the intersections listed in the Draft EIR that have shown a decline in service in the PM Peak Hour that would warrant a CO hotspots analysis. The lead agency, however, (see comment #7), has stated on page 3-113 that the decision whether the payment of proportionate share or installation of the improvements is required shall be made at a future time (at the time of Tentative Tract Map approval) therefore leaving the proposed measures potentially unfunded and unscheduled to be implemented. Without having formally adopted and funded these proposed measures, the lead agency should take the more conservative approach and not take credit for those measures in determining whether a potential for a CO hotspots exists. Based on future traffic impacts with and without the proposed project, the following intersections listed below have shown a decline in service in the AM and PM Peak Hours that would warrant CO hotspots

analysis if the volume to capacity ratio increases by two percent or more as a result of a proposed project for intersections rated D or worse.

- Archibald Avenue at SR-60 EB Ramps shows an increase in V/C of three percent during the PM peak hour;
- Archibald Avenue at Chino Avenue shows an increase in V/C of 11 percent during the PM peak hour;
- Archibald Avenue at Edison Avenue shows an increase in V/C of three percent during AM peak hour;
- Haven Avenue at Riverside Drive shows a decline in LOS from C to D during the peak hour and seven percent increase in V/C during the PM peak hour;

Response #6:

In response to Comment #6, the lead agency has performed CO hotspots modeling for all appropriate intersections according to the SCAQMD methodology. The analysis was done for 2015 without project and 2015 with project. Since the timing of implementation of mitigation measures is not yet know, the 2015 with project with mitigation scenario was not modeled. Therefore, the 2015 with project scenario is a worse-case analysis and since no CO hotspots are created, it is expected that the impacts would be reduced when the mitigation measures are implemented. The analysis and discussion is included in the Air Quality section of the FEIR.



January 5, 2007

Mr. Dave Singleton
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Re: City of Ontario West Haven Specific Plan, SCH 2004071095, Final Environmental Impact Report Response to Comments Letter dated August 14, 2006

Dear Mr. Singleton:

The City of Ontario received the above referenced letter in response to the circulation of the Draft Environmental Impact Report for the above mentioned project. The enclosed document includes sections of the original letter submitted by your agency and the City's response to that letter. The Final Environmental Impact Report will be heard for certification by the Ontario City Council on January 16, 2007 at 6:30pm. This notice serves to satisfy the requirements of CEQA Section 21092.5(a).

The Final EIR is available for review at the City of Ontario, 303 East B Street, Ontario, California 91764.

We appreciate your participation in the CEQA process. On behalf of the City of Ontario, thank you for your time and consideration of this project.

Sincerely,

CITY OF ONTARIO
Planning Department


Richard Ayala, Senior Planner

Cc: Juan Villalobos, URS Corporation
w/ Enclosure

**Response to
California Native American Heritage Commission
Dated: August 14, 2006**

Comment #1:

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 adverse impact on these resources within the area of project effect (APE), and if so, to mitigate that effect.

Response #1:

The DEIR identifies and evaluates potential issues related to historical, paleontological, and archeological impacts and includes mitigation measures for any Native American human remains found onsite as well as site inspections by cultural resources specialists prior to the issuance of grading permits and archaeological specialists onsite during excavation greater than 15 feet. While no resources are anticipated, if any potential resources are discovered, appropriate mitigation is in place to ensure there will be no significant impacts. CEQA Guidelines Section 15064.5 (b)(1) states that a "substantial change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Through research and evaluation, it was determined that there are no historical sites on the property and thus 15064(b) is not applicable. Also, no archeological sites are located on the property and thus 15064(c) is not applicable.

On January 7, 1998, the City of Ontario adopted the New Model Colony (NMC) General Plan Amendment and Final Environmental Impact Report (GPA/FEIR) for the annexation of approximately 8,200 acres in the area. Senate Bill 18 (SB-18) was approved by the California Legislature in September 2004 and codified as California Government Code Section 65352. SB-18 requires local governments to contact and consult with the appropriate Native American Tribes prior to amending or adopting a general plan or specific plan if the completed application is accepted by the agency after March 1, 2005. The GP/FEIR was completed prior to initiation of Senate Bill 18.



January 5, 2007

Mr. Kevin Kuennen
Environmental Services
So California Gas Company
1981 W. Lugonia Ave, SC8031
Redlands, CA 92374-9796

Re: City of Ontario West Haven Specific Plan, SCH 2004071095, Final Environmental Impact Report Response to Comments Letter dated September 5, 2006

Dear Mr. Kuennen:

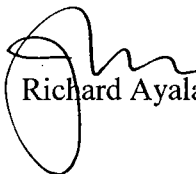
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The Final EIR is available for review at the City of Ontario, 303 East B Street, Ontario, California 91764.

We appreciate your participation in the CEQA process. On behalf of the City of Ontario, thank you for your time and consideration of this project.

Sincerely,

CITY OF ONTARIO
Planning Department


Richard Ayala, Senior Planner

Cc: Juan Villalobos, URS Corporation
w/ Enclosure

**Response to
Southern California Gas Company (SCG)
Dated: September 5, 2006**

Comment #1:

SCG recommends that the EIR include a discussion of activities associated with the extension of new natural gas service. At present, there is no mention of any existing facilities or new facilities that would have to be installed. This additional discussion should include:

- 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 EIR 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 EIR as a requirement and responsibility of the (“larger”) West Haven Specific Plan 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” West Haven Specific Plan project.

Response #1:

The West Haven Specific Plan’s Draft EIR addresses natural gas under Section 3.12.1 Setting (Natural Gas) and 3.12.3 Impacts (Natural Gas). The DEIR states that impacts to natural gas resources are considered to be below a level of significance. “SCG has provided the Project applicant with a ‘Will Serve’ letter dated February 4, 2004.” In the Final EIR, we will verify that your comments are adequately addressed.



January 5, 2007

Ms Rosa Muñoz, PE
Consumer Protection & Safety Division
Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Re: City of Ontario West Haven Specific Plan, SCH 2004071095, Final Environmental Impact Report Response to Comments Letter dated September 6, 2006

Dear Ms Muñoz:

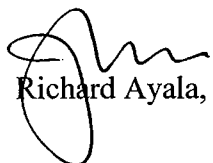

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We appreciate your participation in the CEQA process. On behalf of the City of Ontario, thank you for your time and consideration of this project.

Sincerely,

CITY OF ONTARIO
Planning Department

 
Richard Ayala, Senior Planner

Cc: Juan Villalobos, URS Corporation
w/ Enclosure

**Response to
California Public Utilities Commission
Dated: September 6, 2006**

Comment #1:

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 the 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.

Response #1:

The proposed project is not planned and/or located near the Union Pacific Railroad Company right-of-way. From the proposed project site, the nearest railroad tracks are located approximately 1.25 miles north and 2 miles east. This would illustrate a non-issue.



January 5, 2007

Ms April Grayson
Intergovernmental Review
So California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: City of Ontario West Haven Specific Plan, SCH 2004071095, Final Environmental Impact Report Response to Comments Letter dated August 30, 2006

Dear Ms Grayson:

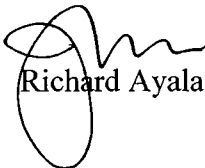

The City of Ontario received the above referenced letter in response to the circulation of the Draft Environmental Impact Report for the above mentioned project. The enclosed document includes sections of the original letter submitted by your agency and the City's response to that letter. The Final Environmental Impact Report will be heard for certification by the Ontario City Council on January 16, 2007 at 6:30pm. This notice serves to satisfy the requirements of CEQA Section 21092.5(a).

The Final EIR is available for review at the City of Ontario, 303 East B Street, Ontario, California 91764.

We appreciate your participation in the CEQA process. On behalf of the City of Ontario, thank you for your time and consideration of this project.

Sincerely,

CITY OF ONTARIO
Planning Department


Richard Ayala, Senior Planner 

Cc: Juan Villalobos, URS Corporation
w/ Enclosure

**Response to
Southern California Association of Governments (SCAG)
Dated: August 30, 2006**

Comment #1:

We have determined that the proposal Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project is a 202-acre master planned community in the City of Ontario which includes 753 single-family detached residential units, approximately 9.2 acres of commercial development, a 10-acre "concept" elementary school, a 5-acre "concept" neighborhood park, and approximately 808 acres of paseos and pocket parks throughout the Project area and the adjacent utility easements. SCAG bases review on such projects on its adopted regional plans: *Destination 2030: 2004 Regional Transportation Plan (RTP) Regional Comprehensive Plan and Guide (RCPG) - 1996 Version Compass Growth Vision*. CEQA requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [d]). Please state separately how the proposed plan will or will not support each regional plan. Please cite specific policies in the regional plans that the proposed project supports. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Response #1:

On January 7, 1998, the City of Ontario adopted the New Model Colony (NMC) General Plan Amendment and certified a program-level Environmental Impact Report for the annexation of roughly 8,200 acres in the area previously known as the San Bernardino Agricultural Preserve. The NMC includes 30 different Planning Subareas to be developed with a mixture of residential, commercial, industrial, educational, and public use areas including parks and trails. Full buildout of the NMC includes upwards of 31,200 dwelling units with an estimated population of approximately 102,000 people, 5.5 million square feet of commercial development, 500 acres of educational facilities, and over 900 acres dedicated to parks and trails. The NMC was crafted to be compatible with SCAG's Regional Transportation Plan and Regional Comprehensive Plan. The West Haven Specific Plan is consistent with the NMC, the overall goals of the City of Ontario for this area, as well as the associated regional plans.