Section 4.0: Environmental Impact Analysis

4.1 INTRODUCTION

This section analyzes the potential environmental impacts associated with approval and implementation of the proposed *Guasti Plaza Specific Plan Amendment.* While revision of a policy document, such as the Specific Plan, would not lead to any immediate or direct changes to the environment, the proposed Specific Plan Amendment would allow residential development on the 11.72-acre project site under a proposed Residential Overlay Zone that would lead to future commercial or residential development on the site. As such, implementation of the amended Specific Plan could indirectly lead to the construction and operation of urban residential or commercial land uses on the site, which would be accompanied by environmental changes. While commercial development has been planned and approved under the Guasti Plaza Specific Plan and the impacts of commercial development on the site have been analyzed in the EIR for the Specific Plan and the EIR for the Redevelopment Plan that includes the Specific Plan area, the environmental impacts of future residential uses have not been analyzed in these previous EIRs. Thus, the analysis on this section focuses on the impacts of future residential development that would be allowed under the proposed *Guasti Plaza Specific Plan Amendment*. (References to the project site also refer to the area on the southwestern section of the Specific Plan area where 100 units may be developed under the alternative scenario.)

The environmental issues on which potentially significant adverse impacts may occur are analyzed in this section. Based on the preliminary analysis in the Initial Study, the environmental analysis in this SEIR addresses the Specific Plan Amendment's potential impacts on the following issues:

- Land Use and Planning
- Population and Housing
- Transportation and Circulation
- Air Quality
- Noise
- Geology and Soils
- Hydrology and Water Quality
- Biological Resources
- Cultural Resources
- Public Services and Recreation
- Utilities
- Human Health and Hazards
- Visual Quality and Aesthetics
- Climate Change

The purpose of this section is to describe the existing conditions on the project site and in the surrounding area and to identify the potential changes to existing conditions or environmental impacts that may result from implementation of the Specific Plan Amendment. Project impacts are then compared to the impacts identified in the previous EIRs for the Guasti Plaza Specific Plan and for the Guasti Redevelopment Plan. Relevant mitigation measures in the previous EIRs are identified and standard conditions and mitigation measures are provided for any identified significant adverse impacts.

In order to facilitate the analysis of each issue, a standard format was developed to analyze each environmental issue thoroughly. This format is presented below, with a brief discussion of the information included within each topic.

- ***Environmental Setting*** **-** This section describes the existing physical and regulatory conditions related to each issue area. In accordance with Section 15125, *Environmental Setting*, of the State CEQA Guidelines, both the local and regional settings are discussed, as they exist prior to implementation of the proposed Specific Plan Amendment and during the time between the NOP publication (November 2008) and the release of the Draft Supplemental EIR for public review.

- ***Threshold of Significance*** **-** The threshold of significance identifies criteria used in determining whether an impact is considered significant and is derived from the environmental concerns outlined in the Environmental Checklist provided as Appendix G to the CEQA Guidelines. In addition, City policies, as well as standards and thresholds adopted by other public agencies with jurisdiction over select environmental issues, are used as thresholds of significance. Accepted technical and scientific data are used in other instances to determine if an impact would be considered significant.

- ***Environmental Impacts*** **-** This section of the SEIR identifies and describes the short-term and long-term environmental impacts, direct and indirect impacts, both adverse and beneficial, which would result from adoption and implementation of the amended Specific Plan. Since the impacts of office and commercial development have been analyzed in the previous EIR for the Guasti Plaza Specific Plan, the analysis focuses on the potential impacts of residential development that may occur on the site. Where impacts are the same, discussion includes the impacts of both commercial and residential uses.

  All project-related impacts are analyzed in accordance with Section 15126, *Consideration and Discussion of Environmental Impacts*, of the State CEQA Guidelines. Impacts are compared to the threshold of significance to determine if they exceed the threshold and thus, are considered significant and adverse. Impacts, which are considered significant and adverse, are identified as such and analyzed accordingly. Cumulative impacts are discussed separately in Section 6.0, and growth-inducing impacts are discussed in Section 7.0 of this SEIR.

- ***Previous Analysis*** – Potential environmental impacts are also compared to the impacts identified in the previous EIRs to determine if the impacts are the same and to identify the applicable mitigation measures that have been previously developed for these impacts. As a Supplemental EIR, a discussion of the environmental impacts analyzed in the EIR for the Guasti Plaza Specific Plan is provided, along with those in the EIR for the Guasti Redevelopment Plan, as they relate to the proposed Amendment and the potential future development of residential uses on the project site. This provides a comparison of the impacts of the proposed Amendment with those anticipated at the site and analyzed in the previous EIRs and to identify mitigation measures in the previous EIRs that would be applicable to the proposed Amendment and future residential development allowed under the Amendment. It should be noted that the baseline conditions in this discussion are derived from the EIR for the Guasti Plaza Specific Plan (1996) and the EIR for the Guasti Redevelopment Plan (2001). Thus, they reflect existing conditions in 1996 and 2001 when the previous EIRs were under preparation.

- ***Standard Conditions and Mitigation Measures*** **-** Existing regulations that are applicable to future development that would be allowed under the proposed Specific Plan Amendment are identified in this section. In addition, where a potentially significant and adverse environmental effect has been identified in the environmental analysis, mitigation measures have been included in this section of the document. These measures are designed to "…. *minimize significant adverse impacts … for each significant environmental effect identified in the EIR"*, as stated in Section 15126 of the State CEQA Guidelines. Mitigation measures in the previous EIRs that are applicable to future residential development that would be allow under an alternative development scenario in the amended Specific Plan are also listed.

- ***Unavoidable Significant Adverse Impacts* -** Unavoidable significant adverse impacts are project impacts which, either, cannot be mitigated or remain significant even after mitigation. The level of significance of any potentially significant adverse impact, after the implementation of the standard conditions and recommended mitigation measures, is identified in this section the SEIR. Any unavoidable significant adverse impacts are called out.

Section 4.2: Land Use and Planning

4.2.1 Environmental Setting

Between Planning Areas 2 and 3 of the project site are 7 unoccupied historic structures and a trailer used by the US Post Office is located at the northeastern corner of the site. The adjacent lands are developed with industrial and commercial uses, a church, and unoccupied historic structures within the Guasti community, as well as vacant land.

The Ontario Plan (TOP) designates the site as Mixed Use – Guasti and the Ontario Zoning Map designates as site as Specific Plan. The Guasti Plaza Specific Plan includes a Land Use Concept that allows the development of Office, Commercial and Hotel uses in Planning Area 2 and Office Park uses in Planning Area 3.

Existing Land Uses

The project site is an approximately 11.72-acre area located in the northern section of the City of Ontario. The site is generally located west of Turner Avenue, south of New Guasti Road, and north of the UPRR tracks.

Existing land uses on the site include a trailer used by the US Post Office at the northeastern corner of the site (southwest corner of Turner Avenue and New Guasti Road). The rest of the site is undeveloped and has been recently cleared, except for large mature trees. The Guasti Market is located near the southeastern corner (northwest corner of Turner Avenue and Old Guasti Road), and 5 residential bungalows and a firehouse along the north side of Old Guasti Road. These structures are located between Planning Areas 2 and 3, and are not part of the site. The bungalows, firehouse, and market are not in used at this time. . Turner Avenue, New Guasti Road and Old Guasti Road are lined with a chainlink fence.

The area south of Old Guasti Road, adjacent to the Union Pacific Railroad, is undeveloped with a few trees along Old Guasti Road. This area was formerly part of the Guasti vineyards and was occupied by the train depot.

The area west of Turner Avenue, between Old Guasti Road and New Guasti Road, is occupied by 7 abandoned and mothballed structures, pits (where foundations have been removed), and dirt roads. Four fire hydrants, a manhole, and utility lines are present, with overhead power lines along the alignment of former Sycamore Lane. Various trees are scattered throughout the site. Some are cordoned off by orange construction safety fencing, while others are “boxed” for future transplantation. Construction materials, storage boxes, and remnants of the Guasti community are stored behind the cottages north of the alignment of former Pepper Tree Lane. Debris piles are also scattered throughout this area.

The area east of Archibald Avenue is occupied by an abandoned single-family home, with highly disturbed soils and no vegetation. This area is surrounded by a chainlink fence. Across Old Guasti Road from this home is another abandoned single-family home, with some shrubs and trees cordoned off by orange construction safety fencing. There are piles of debris and aggregate materials. This area is also fenced in.

Adjacent Land Uses

The project site is bounded to the north side by New Guasti Road, a 4-lane east-west roadway. North of New Guasti Road is vacant land, with a 6-story office building approximately 500 feet to the northwest and a 1-story commercial development at the northeast corner of Archibald Ave and New Guasti Road. Farther north is the I-10 Freeway, with office uses, American Career College, and the Cucamonga-Guasti Regional Park beyond.

East of the site is Turner Avenue and Turner Channel. East of the Turner Channel are Erosion Control Company (industrial use at the southeast corner of Turner Avenue and Old Guasti Road), the San Secondo d'Asti Catholic Church, a Verizon equipment facility, and office buildings within the Centrelake Specific Plan area. These include the University Plaza office building (occupied by the University of Phoenix, Hileman Management Company, and Fremont Investment & Loan) at the southeast corner of Tuner Avenue and New Guasti Road and Centrelake Imaging and Stantec at the northeast corner of Turner Avenue and New Guasti Road.

South of the site is the Union Pacific Railroad (UPRR) tracks. Farther south is Airport Drive, with the LA-Ontario International Airport beyond.

West of the site are the historic Guasti Mansion, winery buildings, several unoccupied structures and residences, and vacant land within the Guasti Plaza Specific Plan area. Farther west is Archibald Avenue. A pedestrian bridge and a railroad overcrossing span across Archibald Avenue. West of Archibald Avenue are vacant land and a warehouse.

Planned Land Uses

A number of plans and policies regulate land use and development at the project site. These include:

The Ontario Plan

The Ontario Plan was recently adopted by the City and consists of f a six-part Component Framework that includes: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback. The Policy Plan serves as the City's General Plan and is made up of nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. The Land Use Plan in the Policy Plan provides the general distribution, location, and extent of land for housing, business, industry, open space, and other uses throughout the City.

The Guasti Plaza Specific Plan area are designated as "Mixed Use – Guasti" in the Land Use Plan. This designation allows for the development of residential and commercial uses within the Specific Plan area, consisting of 500 dwelling units and 2,361,388 square feet of office and retail uses.

Ontario Development Code

The Development Code for the City of Ontario (Title 9 of the Ontario Municipal Code) outlines the zoning regulations and development standards for new development and redevelopment in the City. The Code establishes zoning districts and regulations to assist in the implementation of the City's General Plan and to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare.

Section 4.2: Land Use and Planning

The project site and the Guasti Plaza Specific Plan area are zoned "Specific Plan" in the Ontario Zoning Map, which is part of the Development Code.

Guasti Plaza Specific Plan

The Guasti Plaza Specific Plan regulates development on approximately 78.4 acres of the historic Guasti community, bounded by the I-10 Freeway to the north, Turner Avenue on the east, the Union Pacific Railroad (UPRR, formerly the Southern Pacific Railroad) and right-of-way on the south, and Archibald Avenue to the west. This area is comprised of the central core of the Guasti winery, which contains remnants of the wine manufacturing facility founded by Secondo Guasti.

The Guasti Plaza Specific Plan was adopted by the City in August 1996 and proposes a maximum of 3,184,236 square feet of hotel, office, retail, restaurant, and related land uses, along with the retention of a number of historic structures for adaptive reuse. The project site was planned for approximately 450,000 square feet of office uses under the Guasti Plaza Specific Plan. The western area where residential development may occur was also planned for office and commercial uses at a maximum floor area ratio of 1.0 or a total of 392,040 square feet.

To implement the Specific Plan, a PAP was prepared and approved for Planning Areas 2 and 3 and the project site was proposed for the development of office buildings, office/retail/restaurant buildings, and a parking structure. The western section of the Specific Plan area was planned for office and retail buildings and a parking structure.

Specifically, Parcels 6, 7, 9 and 10 at the eastern section of the Specific Plan area were proposed for development with 3 office buildings and a parking structure. Approximately 100,000 square feet within two 4-story office buildings was proposed on the western section of the project site, a 7-story office building with 154,000 square feet at the northeastern section, and a 7-level parking structure (with 2,065 spaces) on the eastern section near Turner Avenue. Future development (which may consist of a 3-story office, retail and restaurant use with 27,600 square feet abutting the south side of the parking structure, and a 3-story office, retail and restaurant use with 38,600 square feet north of Old Guasti Road and two a 3-story office, retail and restaurant uses with 198,700 square feet south of Old Guasti Road) was also approved at the southern section of the site, along with the reuse of 8 relocated residences, a relocated fire station, and an abandoned market building.

Parcels 1, 14, 15, 16 and 17 of PM 18799 at the western section of the Specific Plan area, was planned to be developed with 2 office buildings (10-story with 220,000 square feet and 7-story with 175,000 square feet), a retail building (6,000 square feet), and a parking structure (with 1,000 spaces).

Guasti Redevelopment Plan

As indicated earlier, the Ontario Redevelopment Agency established the Guasti Redevelopment Plan in July 2001 for the development and redevelopment of approximately 180 acres of vacant and underutilized land bounded by the I-10 Freeway on the north and the UPRR tracks on the south. The Redevelopment Project Area included the Guasti Plaza Specific Plan area (except for the southeastern corner of Archibald Avenue and the I-10 Freeway), the area west of

Archibald Avenue to the intersection of Holt Boulevard and Guasti Road, and the areas located east of Turner Avenue (see Figure 2-6).

The Guasti Redevelopment Plan allows new development and redevelopment within the Project Area in accordance with the Ontario General Plan and Zoning Ordinance as they now exist or may be amended in the future. Since the Zoning Map shows the site is zoned SP, future development is regulated by the Guasti Plaza Specific Plan.

Regional Plans

In addition to the City's planning regulations, a number of regional plans regulate development in Ontario and the region. A brief discussion of these plans is provided below.

The Southern California Association of Governments (SCAG) has developed 4 regional plans for the Southern California region: Compass Blueprint, Regional Comprehensive Plan, Regional Housing Needs Assessment, and Regional Transportation Plan, which all address growth and development in 6 counties and 38,000 square miles that comprise the Southern California region. These plans were developed in response to federal and state mandates, as well as to provide a unified effort in addressing the needs, opportunities, resources, and issues that face the region.

SCAG's *Compass Blueprint* program considers future growth in the region in response to the land use and transportation challenges facing Southern California. The program's growth vision is driven by the need to promote Mobility, Livability, Prosperity, and Sustainability throughout the region. SCAG proposes to achieve these principles by the following:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

In developing the Growth Vision, population, housing and employment forecasts by SCAG show that the County of San Bernardino would have an estimated 3.13 million residents, approximately 972,565 housing units, and 1.25 million jobs by the year 2035, while the City of Ontario is projected to be occupied by 337,095 residents, with 91,936 households and 187,671 jobs by 2035.

SCAG's *Regional Comprehensive Plan (RCP)* provides a policy framework for regional planning in Southern California. The RCP calls for the involvement and coordination of cities and counties in the region in addressing regional issues related to growth management and development. It serves as an advisory document for preparing local plans and handling local issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy and education. The RCP addresses regional issues through its adopted goals and policies, but does not specifically address the project site or the City of Ontario.

SCAG's *Regional Housing Needs Assessment (RHNA)* provides an allocation by jurisdiction of the existing and future housing needs relative to income level, based on existing housing needs

and the projected regional population growth. The allocations are driven by the intent that a better balance between jobs and housing should occur in various areas of the region and that every city should take its fair share in the development of affordable housing units, as well as in addressing existing housing concerns. SCAG has updated the RHNA and adopted regional housing allocations for the 2006-2014 planning period. The City of Ontario is identified as having a future housing construction need of 7,662 units and an existing housing need of 23,190 housing units/households. The RHNA also provides guidance on the development of housing projects in the City.

SCAG's *Regional Transportation Plan (RTP)* outlines the regional transportation needs and projects for the region to the year 2035. This plan outlines a multi-modal approach for the improvement of mobility and funding of transportation projects. Projects in the RTP include airport access and arterials, freeway and highway improvements, commuter rail, light rail, high speed rail, shuttles, transit centers, truck lanes and freight movement. The RTP strategies serve to link communities within the region, to meet air quality standards, and to improve the quality of life. The RTP does not address the project site, although freeways and arterials near the site are considered for potential transportation improvements under the RTP. The new RTP was adopted in May 2008. The *Regional Transportation Improvement Program (RTIP)* implements the RTP and was adopted in July 2008. The RTIP lists regional transportation projects needed to meet the circulation needs of the region. The 2008 RTIP projects near the site include airport ground access at the I-10/Archibald interchange and improvements to segments of Haven Avenue and Archibald Avenue, farther southeast and southwest of the site.

The San Bernardino Associated Governments' (SANBAG) *San Bernardino County Congestion Management Program (CMP)* addresses county-wide traffic congestion through an interrelation of transportation, land use, and air quality programs. The CMP sets standards for the CMP highway network in terms of Level of Service (LOS). LOS is a qualitative measure used to describe the operational conditions within a traffic stream, and a motorist's and/or passenger's perception of the roadway's performance. LOS is designated a letter from A to F, with LOS A representing free flowing traffic conditions and LOS F representing forced flow, many stoppages, and low operating speeds. The CMP sets a standard of LOS E for the County's CMP-designated highway system and implements an enhanced transportation management program to ensure that the designated roadways meet this standard. Monitoring of the CMP highway system and traffic forecasts are made yearly, with local agency preparation of deficiency plans for areas expected to exceed LOS standards. The CMP also requires that local governments inform SANBAG of development projects, Transportation Demand Management (TDM) activities, and transit programs. SANBAG then compiles the CMP reports and coordinates the needed transportation improvements into the Comprehensive Transportation Plan. The CMP also outlines the requirements for traffic impact analyses (TIA) for individual development projects. Cities that have adopted development impact fee programs that account for future improvements to the regional transportation network have a waiver for the TIA requirements. The City of Ontario has a waiver from TIA requirements.

SANBAG's *Comprehensive Transportation Plan (CTP)* identifies the County's 20-year transportation program and the probable funding sources for these projects. As part of the update, SANBAG is in the process of validating the regional transportation model, which would be used to identify existing deficiencies in the transportation network, as well as the needed improvements to accommodate growth to the year 2030. No specific transportation projects have been developed for the CTP. The CTP would identify needed roadway improvements to

serve future development in the region, including future development within the City of Ontario and the project site.

SCAQMD's *Air Quality Management Plan (AQMP)* prescribes a means by which air quality in the South Coast Air Basin may be brought into compliance with the National Ambient Air Quality Standards (NAAQS) established by the Clean Air Act. The AQMP outlines methods and regulations to control direct and indirect sources of air pollution, such as industrial and commercial activities, motor vehicle use, construction, energy use and production, toxic air pollutant generators, and other pollutant sources. Individual businesses in the South Coast Air Basin that are subject to SCAQMD regulations are required under the AQMP to obtain permits directly from SCAQMD. Residential developments are generally precluded from the need for air pollutant permits, but commercial and industrial land uses may require permits according to the type of equipment that would be used within each development. SCAQMD rules regulate stationary sources of pollutant emissions and construction activities in Ontario and the rest of the South Coast Air Basin.

RWQCB's *Water Quality Control Plan for the Santa Ana River* provides water quality standards for water resources in the Santa Ana River and its watershed and includes an implementation plan to maintain these standards. The Plan discusses the existing water quality, beneficial uses of the groundwater and surface waters, and local water quality conditions and problems within the Santa Ana River watershed. The Plan also sets water quality goals and is used as a basis for the basin's regulatory programs.

4.2.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on land use and planning, if its implementation results in any of the following:

- Physically divides an established community;
- Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflicts with any applicable habitat conservation plan or natural community conservation plan.

Land use impacts may also result when incompatible land uses are located near each other.

4.2.3 Environmental Impacts

The proposed *Guasti Plaza Specific Plan Amendment* would allow an alternative development scenario of residential development on the project site, aside from planned office and commercial uses. Future development would result in changes to the existing land uses on the site. This change in land use itself is not considered a significant impact. Rather, analysis based on thresholds of significance is provided below.

Established Communities *(Would the project physically divide an established community?)*

There are no residents, households or established communities on the site. Future residential uses would displace a Post Office, but no residential communities in the City of Ontario would be affected by the proposed Amendment. The Post Office would be relocated within the Specific Plan area prior to site development. Thus, no involuntary business or employee displacement is expected with future residential development on the site. Future development under the proposed Specific Plan Amendment would not physically divide an established community. No impacts are expected and no mitigation measures are required.

Applicable Land Use Plans and Policies *(Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?)*

The Ontario Plan

The planned commercial uses are allowed under the Mixed Use – Guasti designation of the site. However, only 2,361,388 square feet of office and retail uses are allowed under this land use designation. The proposed residential land use is allowed under the Mixed Use – Guasti designation, with 500 dwelling units allowed by the land use designation. Thus, the proposed Amendment is consistent with TOP. No General Plan Amendment is needed for the proposed Specific Plan Amendment and no conflict with TOP would occur. However, commercial development that is allowed under the adopted Specific Plan of up to 3,184,236 square feet would still be allowed under the proposed Specific Plan Amendment. This development would not be consistent with TOP if it exceeds the allowable commercial development for the Guasti Specific Plan area of 2,361,388 square feet. Should this occur in the future, a General Plan Amendment would be needed to maintain consistency with TOP.

The proposed Amendment is also expected to result be consistent with the goals of the City, as outlined in TOP. Compliance of the proposed Amendment with each TOP goal is provided in Table 4.2-1, *TOP Consistency*.

TABLE 4.2-1
TOP CONSISTENCY

Goal	TOP Goal	Amendment Consistency
LU1	A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	The proposed Amendment would provide an opportunity for housing development within the site, increasing the City's multi-family housing stock.
LU2	Compatibility between a wide range of uses.	The Amendment includes design guidelines to maintain compatibility between residential and commercial uses.
LU3	Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.	The proposed Amendment would increase flexibility within the Specific Plan.
LU4	Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	This goal does not apply to the proposed Amendment.
LU5	Integrated airport facilities that minimize negative impacts and maximize economic benefits.	Future development on the site would be designed to minimize the negative impacts of the adjacent airport.
CD1	A dynamic, progressive city containing distinct	The Amendment would create a unique

TABLE 4.2-1
TOP CONSISTENCY

Goal	TOP Goal	Amendment Consistency
	neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	community at Guasti Plaza.
CD2	A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	Design guidelines for residential uses would be added into the Specific Plan to promote quality design.
CD3	Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	The Amendment would help create a pedestrian-oriented community at the site.
CD4	Historic buildings, streets, landscapes and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, that have been preserved and serve as a focal point for civic pride and identity.	The amended Specific Plan would preserve important elements of the historic Guasti community.
CD5	A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	Development at the site would be maintained through a property owner's association.
M1	A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	Internal and perimeter roadways would be provided on-site to support mobility.
M2	A system of trails and corridors that facilitate and encourage bicycling and walking.	No trails or bikeways are proposed on or near the site or Specific Plan area. Bike racks would be provided in accordance with the City's Trip Reduction Ordinance
M3	A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.	Transit system improvements would be provided, as discussed in Section 4.4 Transportation and Circulation.
M4	An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	The Amendment would not affect good movement through the City.
M5	A proactive leadership role to help identify and facilitate implementation of strategies that address regional transportation challenges.	This goal does not apply to the proposed Amendment.
H1	Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	The Amendment would provide the opportunity for the development of a residential community at the site.
H2	Diversity of types of quality housing that are affordable to a range of household income levels, accommodates changing demographics, and supports and reinforces the economic sustainability of Ontario.	The proposed Amendment would provide an opportunity for multi-family housing development within the site.
H3	A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.	This goal does not apply to the proposed Amendment.
H4	Increased opportunities for low and moderate income households and families to afford and	The proposed Amendment would provide rental housing opportunities at

TABLE 4.2-1
TOP CONSISTENCY

Goal	TOP Goal	Amendment Consistency
	maintain quality ownership and rental housing opportunities, including move-up opportunities.	the site.
H5	A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.	The proposed Amendment would provide an opportunity for multi-family housing development within the site.
ER1	A reliable and cost effective system that permits the City to manage its diverse water resources and needs.	Needed water system improvements would be provided as part of future development on the site. Future development would also comply with water conservation programs.
ER2	A cost effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.	Future development would comply with waste reduction programs.
ER3	Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	Future development would comply with energy conservation programs.
ER4	Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	The proposed Amendment would locate residential uses near commercial areas, reducing vehicle trips and associated emissions. Future development shall also be designed to improve air quality on-site, as discussed in Section 4.54, Air Quality.
ER5	Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	Biological resources are addressed in Section 4.9, cultural resources in Section 4.10 and agricultural resources in Section 8.1.
S1	Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.	Future development would be constructed to withstand seismic and geologic hazards at the site.
S2	Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.	Needed storm drain system improvements would be provided as part of future development on the site, to eliminate flood hazards.
S3	Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.	Future development would be constructed to minimize demands for fire emergency response.
S4	An environment where noise does not adversely affect the public's health, safety, and welfare.	Future development on the site would be designed to minimize the noise impacts of the adjacent airport, railroad and freeway.
S5	Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.	Dust control measures would be implemented during construction at the site.
S6	Reduced potential for hazardous materials exposure and contamination.	Future development on the site would be construction to minimize the potential for hazardous materials exposure and

TABLE 4.2-1
TOP CONSISTENCY

Goal	TOP Goal	Amendment Consistency
		contamination at the site.
S7	Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement and a system of continuous monitoring.	Future development would incorporate Crime Prevention Through Environmental Design (CPTED) features, as required by the City.
S8	Effective disaster mitigation, preparedness, response and recovery.	This goal does not apply to the proposed Amendment.
PR1	A system of safe and accessible parks that meets the needs of the community.	On-site recreational facilities would be provided with future residential uses, as required by the City.
PR2	A range of recreational programs provided by public, private and non-profit organizations that meet the needs of the community's varied interests, age groups and abilities.	This goal does not apply to the proposed Amendment.
SR1	A community where residents have access to information, services and goods that improve their health and well being.	This goal does not apply to the proposed Amendment. Future residents of the site would have access to available health services.
SR2	A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.	Future development would pay school impact fees to fund needed school facilities.
SR3	A range of community and leisure programs and activities provided by public, private and non-profit organizations that meet the needs of the community's varied interests, age groups and abilities.	This goal does not apply to the proposed Amendment. Future residents of the site would have access to available community and leisure programs.
SR4	City libraries that connect community members of all ages and abilities to a broad range of programs, communication and informational resources.	Future development would pay development impact fees to fund library services in the City.
SR5	Local heritage, entertainment and cultural experiences that enrich the lives of Ontario's residents, workers, and visitors and serve to attract residents and businesses to the City.	Future residents of the site would have access to available cultural and entertainment programs.
CE1	A complete community that provides for all incomes and stages of life.	The Amendment would allow development of multi-family housing at the site, expanding the City's housing opportunities.
CE2	A City of distinctive neighborhoods, districts, and corridors, where people choose to be.	The Amendment would create a unique community at Guasti Plaza.
CE3	Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.	This goal does not apply to the proposed Amendment.

Source: TOP, 2010.

As shown, no conflict between TOP's goals and the proposed Specific Plan Amendment is expected. The Amendment to allow residential uses within the Guasti Plaza Specific Plan area would bring the Specific Plan and General Plan into conformity in terms of allowable land uses. Future housing development on the site would also meet the City' s future housing needs

allocation, as outlined in the Housing Element of TOP. No significant adverse impacts related to TOP would occur.

Ontario Development Code

No change to the "Specific Plan" zoning designation of the site would be required for the proposed Specific Plan Amendment. No conflict or significant adverse impacts related to the Development Code are expected.

Guasti Plaza Specific Plan

The proposed Amendment is not consistent with the adopted Guasti Plaza Specific Plan. Approval of the Guasti Plaza Specific Plan Amendment would create an overlay to allow alternative residential or commercial uses on-site. Future residential development would be regulated by development standards and design guidelines proposed with the Amendment, as discussed in Section 3.0, *Project Description*. These development standards and design guidelines would be subject to review and approval by the City's Development Advisory Board, Planning Commission, and City Council. With City approval of the Amendment, future residential development would not conflict with the amended Specific Plan. Impacts would be less than significant.

Guasti Redevelopment Plan

Future development on the site would be subject to compliance with the Ontario General Plan and Zoning Ordinance, as required under the Guasti Redevelopment Plan. Based on the discussion above on project consistency with TOP and Ontario Development Code, the proposed Specific Plan Amendment would not conflict with the Guasti Redevelopment Plan.

Regional Plans

The Southern California Association of Government (SCAG) has adopted regional plans that relate to the future development in the region. These plans do not specifically address development on a specific project site or the Guasti Plaza Specific Plan area, in particular. However, consistency of the Amendment with these plans is addressed below.

The proposed Specific Plan Amendment implements SCAG's *Compass Blueprint* program by allowing growth in existing and emerging centers (Guasti Plaza) and along major transportation corridors (I-10 Freeway and Archibald Avenue); by creating a significant area for potential mixed-use development and walkable communities (commercial, office and residential development within Guasti Plaza); and by targeting growth around existing and planned transit stations (planned transit stations for the Metro Gold Line and High Speed Rail at Archibald Avenue and Airport Drive).

The RCP seeks to better accommodate growth in the region; protect the environment; and assure economic competitiveness. The proposed Specific Plan Amendment would accommodate residential growth in Ontario through high-density development that protects the environment and resources in the City and promotes economic competitiveness. The RCP also identifies SCAG best practices, voluntary local government best practices, voluntary project sponsor and developer best practices, federal and state policies, SCAG initiatives, and federal and state government strategies that would help implement the RCP. Since the proposed Specific Plan Amendment has no control over federal, state, SCAG or local government programs or actions, consistency with voluntary project sponsor and developer best practices is evaluated. There is only 1 voluntary project sponsor and developer best practice, as found in the Open Space and Habitat chapter of the RCP. This policy states that:

> "OSA-8 - *Developers and sponsors with projects that have potentially significant impacts to important farmlands should include mitigation measures to reduce impacts and demonstrate project alternatives that avoid or lessen impacts. Mitigation at a 1:1 ratio is recommended*."

The proposed Specific Plan Amendment would not have an impact on important farmlands. Thus, this policy is not applicable to the proposed Amendment or future residential development on the site. The proposed Amendment would not conflict with the RCP.

In the RHNA, the City of Ontario is identified as having a future housing construction need of 7,662 dwelling units and an existing housing need of 23,190 housing units/households. The proposed residential scenario of 500 dwelling units under the *Guasti Plaza Specific Plan Amendment* would help meet approximately 6.5% of the City's future housing needs. Thus, beneficial impacts related to regional housing and RHNA compliance would occur with the proposed Specific Plan Amendment.

The proposed Specific Plan Amendment would not conflict with the RTP or projects listed in the RTIP, and the proposed Amendment is consistent with the San Bernardino County CMP, as discussed in Section 4.4, *Transportation and Circulation*. Future residential development is also expected to reduce vehicle trips and demand for capacity on nearby freeways and arterial roadways due to its location near existing and future employment locations and commercial goods and services within the Specific Plan area and nearby office and commercial developments.

The SCAQMD's AQMP is discussed in Section 4.5, *Air Quality.* Future residential development under the proposed Specific Plan Amendment would need to comply with applicable regulations of the SCAQMD that implement the AQMP, including the procurement of permits for on-site activities and equipment use which would generate pollutant emissions.

The RWQCB's Water Quality Control Plan for the Santa Ana River Basin is discussed in Section 4.8, *Hydrology and Water Quality*. Future residential development under the proposed Specific Plan Amendment would implement stormwater pollution control measures to comply with the Water Quality Control Plan for the Santa Ana River Basin and the National Pollutant Discharge Elimination System (NPDES). No conflict is expected from the Specific Plan Amendment and from future residential development on the site.

Other regional plans deal with broader issues and do not specifically address the proposed Specific Plan Amendment or future development on the site. Thus, the proposed Specific Plan Amendment would not conflict with these regional plans.

Habitat Conservation Plans *(Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?)*

There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan on or near the project site. Thus, no conflict with an applicable Habitat Conservation Plan or Natural Community Conservation Plan is expected with approval and implementation of the proposed Specific Plan Amendment.

The Delhi Sands Flower-loving Fly (DSF) was listed as an "Endangered" species by the USFWS in September 1993 and the Final Recovery Plan for the DSF was approved by the USFWS in 1997. The project site is located within the Ontario Recovery Unit (RU) of the Recovery Plan. This recovery unit is the largest unit and is generally located along the I-15 Freeway, between Foothill Boulevard and the Santa Ana River. It is characterized by highly disturbed areas that have been historically used for agricultural purposes, along with recent commercial and residential areas, dumping of cow manure, and invasive exotic vegetation. The highest densities of the DSF were found in Mira Loma, with significant blocks in the Ontario Airport area and an extant population south of the I-10 Freeway near the airport. Restorable habitat is found along the SCE right-of-way, near the airport, at Jurupa Hills, and along a shallow wash in southwest Ontario.

A large portion of the project site has been mapped by the USDA Soil Conservation Service as having Delhi sands and thus, was initially considered suitable habitat for the Delhi Sands Flower-loving Fly. A Habitat Evaluation for the DSF in 1999 and a Biological Assessment in 2001 indicated that the site is highly disturbed/developed and supports ornamental landscaping and non-native weedy annuals and grasses. Recent surveys of the site confirm its highly disturbed condition due to demolition and land clearing activities in late 2007 and early 2008. No suitable habitat for the DSF exists on the site or at the western section of the Specific Plan area.

Thus, no conflict with the Final Recovery Plan for the DSF or any other habitat conservation plan or natural community conservation plan is expected with the proposed Specific Plan Amendment. No impact is expected. This is discussed further in Section 4.9, *Biological Resources.*

Land Use Compatibility *(Would the project result in land use conflict or incompatible land uses?)*

Adjacent land uses to the north and west include vacant land. But these areas are proposed for office and commercial uses under the Guasti Plaza Specific Plan. Future commercial uses would reflect these adjacent planned land uses. New Guasti Road would separate future residential uses on the site from planned office uses to the north and Biane Lane (proposed) would separate the site from planned commercial and hotel uses to the west. Adjacent land uses to the east include office buildings, a church and an industrial use. Turner Avenue would separate the site from these uses. To the south of the site are the UPRR tracks, Airport Drive, and the surface parking areas of the airport. These uses could create compatibility issues related specifically to air quality, noise, and safety hazards. The potential impacts related to air quality are discussed in Section 4.5*, Air Quality,* of this SEIR. The impacts related to noise are discussed in Section 4.6*, Noise,* and impacts related to safety hazards from the railroad and airport are discussed in Section 4.13, *Human Health and Hazards*.

Environmental Performance Standards in Article 33 of the Zoning and Land Use Requirements in the City's Development Code would continue to be applicable to future development on the site. The performance standards address nuisance and hazards associated with vibration, dust and paint, smoke, light, glare, and heat, hazardous materials, radioactive materials, electromagnetic interference, odors and gases, and hours of operation. The standards call for screening and buffering to prevent nuisance impacts on adjacent land uses. With compliance with these standards, land use compatibility impacts are expected to be less than significant.

4.2.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan did not identify established communities that may be divided by future development. It did not include a discussion of any adopted habitat conservation plan for the Specific Plan area, since there are no such plans. The EIR indicated that the Specific Plan implements the Historic Planned Commercial designation of the site, under the Ontario General Plan.

> *Consistent with the EIR for the Guasti Plaza Specific Plan, future residential uses under the proposed Amendment would not divide established residential communities, since the existing buildings are unoccupied and the Post Office would be relocated. Also, the proposed Amendment would not conflict with an adopted habitat conservation plan or natural community conservation plan. Also, the proposed Amendment would be consistent with City's new General Plan as discussed above.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to Project approval, the City Council shall review the General Plan "Historic Planned Commercial land use designation and make a policy interpretation regarding whether or not the proposal to permit industrial land uses in Planning Area No. 3 is consistent with the intent of the designation. If City Council determines that industrial land uses are not permitted in the "Historic Planned Commercial" designation, the Specific Plan listing of allowable land uses for Planning Area No. 3 shall be revised to permit only commercial and office type uses. Alternately, the applicant could apply to the City for a General Plan Amendment to permit industrial land uses in the "Historic Planned Commercial" designation.

   This mitigation has been completed and, with the new General Plan for the City, it is no longer applicable to future residential development under the proposed Amendment.

2. Prior to Project approval, the City Council shall determine whether or not the square footage of the historic structures to be retained should be included in the FAR calculation for the site. If City Council determines that the FAR calculation is to include the building area of retained historic structures, the total amount of building square footage authorized by Guasti Plaza Specific Plan shall be reduced to conform with the maximum FAR of 1.0 as prescribed by the General Plan. Alternately, the applicant could apply to the City for a General Plan Amendment to permit a maximum FAR of 1.04 in the "Historic Planned Commercial" designation.

This mitigation has been completed and is not applicable to future residential development under the proposed Amendment.

3. Each PAP shall contain a detailed strategy for the assistance and relocation of any tenants of existing buildings within that Planning Area.

   This mitigation shall be applicable to the relocation of the Post Office and is included in Section 4.3, Population and Housing.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan did not identify established communities that may be divided by future development. It stated that no conflict with an adopted habitat conservation plan, natural community conservation plan, or other habitat conservation plan is expected. The EIR also indicated that the proposed Redevelopment Plan does not change the land use policies for the Project Area, as provided in the Ontario General Plan and Guasti Plaza Specific Plan.

Consistent with the EIR for the Guasti Redevelopment Plan, established communities would not be divided by the proposed Amendment and no conflict with an adopted habitat conservation plan, natural community conservation plan, or other habitat conservation plan is expected. Consistency with TOP is discussed above.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan:

1. Loss of Farmland

   The California Department of Conservation's Division of Land Resources Protection (DLRP) has complied an unpublished listing of approximately thirty "conservation tools" that have been used by state and local governments in the United States to conserve or mitigate impacts on agricultural lands, specifically due to the loss of agricultural lands. The array of tools identified in the paper are focused primarily at the policy level at the decision-making and planning process, and are not intended for project-specific implementation. For example, potential conservation tools listed include: establish an Agricultural Element to the General Plan; establish and purchase agricultural conservation easements; develop a mitigation banking program; containment of urban limit lines; minimize sprawl through aggressive urban in-fill strategies, etc. Therefore, it is recommended that the City of Ontario consider issues pertinent to agricultural conservation during its next General Plan update.

   This mitigation is not applicable to future residential development under the proposed Specific Plan Amendment, since no loss of farmland would occur with the Amendment.

2. Conversion of Farmland

   Mitigation measures recommended in Sections 3.1, 3.2, 3.3, 3.5, 3.9 and 3.10 should be implemented to reduce direct and secondary impacts related to the conversion of the Project Area from agricultural use opportunities to urbanized uses.

   Applicability of these mitigation measures are evaluated under each issue area.

4.2.5 Standard Conditions and Mitigation Measures

Standard Conditions

Future residential development on the project site would lead to the location of differing land uses near one another. The implementation of the following standard conditions would ensure that no land use incompatibility occurs:

Standard Condition 4.2.1: Future development on the project site shall comply with the development standards and design guidelines in the amended Guasti Plaza Specific Plan.

Standard Condition 4.2.2: Future development on the project site shall comply with the Environmental Performance Standards in the City's Development Code.

Mitigation Measures

Implementation of the standard conditions above would prevent land use incompatibility associated with future residential development under the proposed Guasti Plaza Specific Plan Amendment. No significant adverse impact is expected and no mitigation measure is needed.

4.2.6 Unavoidable Significant Adverse Impacts

While changes in existing land uses would occur on-site, future residential development under the proposed Amendment would not divide established communities. The proposed Specific Plan Amendment is consistent with the main goals and policies of TOP and the City's Development Code. The Amendment would not conflict with or obstruct implementation of the Guasti Redevelopment Plan. Potential land use incompatibility between differing land uses can be avoided by compliance with the Specific Plan's development standards and design guidelines and the City's Environmental Performance Standards. No inconsistency or conflict with regional plans is expected from the proposed Specific Plan Amendment. No unavoidable significant adverse impacts related to land use and planning are expected.

Section 4.3: Population and Housing

4.3.1 Environmental Setting

Population

The California Department of Finance (DOF) population estimates for the City of Ontario and the County of Bernardino are provided in Table 4.3-1, *Population Growth*.

TABLE 4.3-1
POPULATION GROWTH

Year	City of Ontario	Annual Growth	San Bernardino County	Annual Growth
1980	88,820	--	895,016	--
1990	133,179	5.0%	1,418,380	5.8%
2000	158,007	1.9%	1,710,139	2.1%
2001	159,995	1.3%	1,747,822	2.2%
2002	163,588	2.2%	1,794,507	2.7%
2003	166,595	1.8%	1,842,904	2.7%
2004	168,937	1.4%	1,897,950	3.0%
2005	170,790	1.1%	1,946,202	2.5%
2006	171,113	0.2%	1,991,829	2.3%
2007	172,701	0.9%	2,028,013	1.8%
2008	173,690	0.6%	2,055,766	1.4%
2009	173,188	-0.29%	2,060,950	0.25%
2010	174,536	0.78%	2,073,149	0.59%
Source: California Department of Finance, 2010				

The City of Ontario's resident population is estimated at 174,536 persons, as of January 2010. This represents a less than one percent increase over the 2009 population and is 8.4% of the County of San Bernardino's total population for the same year.

There are no residents on the site at this time. Also, no residents are present in the Specific Plan area.

Housing

The City of Ontario's current housing stock is estimated at 47,390 dwelling units, as of January 2009. The City has an average household size of 3.768 persons per household and a vacancy rate of approximately 3.67 percent. Historic housing stock growth is provided in Table 4.3-2, *Housing Stock Growth*.

TABLE 4.3-2
HOUSING STOCK GROWTH

Year	Housing Stock	Annual Growth
1980	31,339	--
1990	42,536	3.6%
2000	45,182	0.6%
2001	45,237	0.1%
2002	45,519	0.6%
2003	45,756	0.5%
2004	45,850	0.2%
2005	46,070	0.5%
2006	46,351	0.6%

TABLE 4.3-2
HOUSING STOCK GROWTH

Year	Housing Stock	Annual Growth
2007	46,959	1.3%
2008	47,276	0.7%
2009	47,390	0.2%
2010	47,795	0.9%
Source: California Department of Finance, 2010		

There is a US Post Office trailer on the site. Between Planning Areas 2 and 3 but outside the site are 5 unoccupied historic bungalows, an abandoned historic market building, and an abandoned historic firehouse.

Employment

The California Economic Development Department estimated the City's labor force at 81,600 persons (as of December 2010), of which 69,800 persons were employed. Therefore, the City's estimated unemployment rate was 14.5 percent, which is slightly higher than the County-wide unemployment rate of 13.7 percent.

The US Post Office on the site currently employs 4 people. A security guard also patrols the site and surrounding area for OM Guasti, LLC, the property owner.

Regional Projections

The Southern California Association of Governments (SCAG) has developed regional projections for growth by city in the region. The projections for the City of Ontario and San Bernardino County are provided in Table 4.3-3, *Regional Projections*.

TABLE 4.3-3
REGIONAL PROJECTIONS

Year	Ontario			County		
	Population	Households	Employment	Population	Households	Employment
2010	187,060	48,491	123,270	2,182,049	637,250	810,233
2015	213,839	56,242	136,302	2,385,748	718,602	897,489
2020	246,304	65,872	147,518	2,582,765	787,142	965,778
2025	277,799	75,132	160,654	2,773,945	852,986	1,045,480
2030	308,088	83,784	174,924	2,957,753	914,577	1,134,960
2035	337,095	91,936	187,671	3,133,801	972,561	1,254,749
Source: SCAG Growth Forecasts, 2008.						

As shown, the 2010 population of the City (174,536 persons) is less than the SCAG projections for 2010. The City of Ontario is expected to have 337,095 residents, 91,936 households in housing units, and 187,671 jobs by the year 2035. This translates to a population growth of 93.1% from the 2010 population and a 92.3% growth in housing stock within the next 25 years. The City's projected population, housing stock, and employment base would also represent 10.8% of the County's total population; 9.5% percent of the County's total households; and 15.0% of the County's employment base in 2035.

Section 4.3: Population and Housing

4.3.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on population and housing, if its implementation results in any of the following:

- Induces substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- Displaces substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displaces substantial numbers of people, necessitating the construction of replacement housing elsewhere.

4.3.3 Environmental Impacts

Future residential development under the proposed *Guasti Plaza Specific Plan Amendment* would lead to the construction of 500 new housing units on the site, resulting in an increase in the City's housing stock and resident population. Future commercial development under the current Specific Plan would have created approximately 1,287 jobs (assuming 2.86 jobs per 1,000 square feet of office uses and 450,000 square feet of floor area).

Population Growth *(Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?)*

Population

Planned commercial development would not increase the City's population. Residential development under the proposed Amendment could lead to 500 new housing units, along with a reduction in projected employment on the site. If these units were built this year, they would increase the City's 2010 housing stock to 48,295 units (or 1.06%). These proposed 500 new residences would help meet the City's future housing needs and is not considered a significant adverse impact.

Assuming the average household size that would occupy the units is 2.002 persons per household, the 500 new units would be occupied by approximately 1,001 residents. This would increase the City's 2010 population of 174,536 residents to 175,537 residents (an increase of 0.6%).

While the Amendment would increase the local population, the increase in population itself is not considered a significant adverse impact. Rather, demand for goods and services that may be created by the new residents could indirectly lead to impacts. Commercial goods and services would be provided by future development within the Guasti Plaza Specific Plan area, as well as existing and proposed commercial developments near the site. Demand for public services and impacts of future residential development on these services are discussed in Section 4.11, *Public Services and Recreation*. Demands for utility services are discussed in Section 4.12, *Utilities*. Direct impacts related to the increase in residents in the area are expected to be less than significant.

Employment

The proposed Amendment would not lead a direct employment generation at the site. Rather, residential uses could replace future office and commercial development that would generate job opportunities in the City. Approximately 1,287 jobs were expected, assuming 450,000 square feet of office space with 2.86 employees per 1,000 square feet (as assumed in TOP) that would be potentially lost with future residential development.

Short-term construction employment would be generated when future residential development is under construction. The number of persons that would be employed as part of the construction crew would be highly dependent on the contractor and the construction schedule. These employees would be temporarily on-site during the different phases of construction and are not expected to generate a permanent demand for housing, goods, or services in the surrounding area. Thus, no indirect change in the population and housing of the City or the surrounding area is expected with the presence of construction crews on-site. Impacts associated with demand for goods and services from construction crews are expected to be short-term and would be met by commercial uses near the site. Impacts are expected to be less than significant.

In the long term, removal of the US Post Office from the site would result in the loss of 4 employment positions at the site. However, these employees would be relocated into other sections of the Specific Plan area. This is not considered a significant impact.

Infrastructure

Future residential development would include construction and improvement of roadways and utility infrastructure systems on and near the site. The availability of utility infrastructure in the surrounding area could induce the development of adjacent vacant lands. However, the need for utility line upgrades or costs to pay for new service would still have to be paid by individual developments and future developments connecting to the water, sewer, storm drain, power, gas, telephone and cable lines would pay development impact fees to the City or other utility agencies. Since developments proposed north and west of the project site would include new or upgraded utility lines to serve these adjacent uses and existing lines are present on Turner Avenue to serve future development on the City-owned parcel to the northeast or to serve the redevelopment of the industrial use to the southeast, no growth inducement is expected from infrastructure improvements that would be constructed with future residential development on the site. This is discussed further in Section 7.0, *Growth-Inducing Impacts*.

Projections

Future residential development under the proposed Specific Plan Amendment would not adversely affect population, housing and employment growth in the City and would not contribute to any exceedance of population, housing and employment projections.

The 1,001 residents that are expected to occupy the 500 housing units would lead to an increase in the City's resident population. The on-site population would represent only 0.7% percent of the projected 25-year population increase in the City between 2010 and 2035 (150,035 new residents). Thus, the Amendment would be consistent with regional population growth forecasts.

The 500 residential units that would be built on the project site would represent only 1.15% percent of the projected 25-year housing growth in the City between 2010 and 2035 (43,445 new housing units). Thus, the Amendment would be consistent with regional housing growth forecasts.

The 4 postal jobs would not be lost, but only relocated to another site. The planned 450,000 square feet of office uses are estimated to generate approximately 1,287 jobs. This potential employment would represent 2.0% of the anticipated job growth in the City between 2010 and 2035 (64,401 jobs). If the commercial uses are not developed, the decrease in future job creation is not considered significant since it is not a direct loss of jobs and the Amendment would not conflict with regional employment growth forecasts.

No exceedance of population, housing and employment projections would occur with the Amendment and no significant adverse impact is expected.

The Regional Housing Needs Assessment (RHNA) was recently updated and the RHNA housing allocation shows a future housing construction need of 7,662 units and an existing housing need of 23,190 housing units/households in the City of Ontario for the 2006 to 2014 planning period. The 500 new residential units that could be built on the site would help meet the City's regional housing needs and would represent 6.5% of the City's total regional allocation. No conflict with the RHNA is expected.

TOP anticipates buildout of the City to include a total housing stock of 104,052 units and 358,355 residents. Future residential development under the proposed Amendment would represent a 0.5% of the City's housing stock capacity and a 0.3% of the City's residential population at buildout. Since residential development on the site has been accounted in TOP, no change in General Plan buildout would occur with the proposed Amendment.

With future residential development on the site, a loss of potential employment would occur. Using the employment factor in TOP, approximately 1,287 potential jobs would be lost with 4,419 jobs expected within the rest of the Specific Plan area. Since this is a theoretical loss, no actual jobs would be lost or employees displaced.

While a change in buildout capacity would occur due to the proposed Specific Plan Amendment, the change in housing (500 units) and population (1,001 residents) capacities would represent a minor amount of the City's total housing and population capacity. A potential decrease in employment capacity (1,287 jobs less) is also only 0.7% of 2035 employment projections for the City of 187,671 jobs. No significant adverse impact to the City's future population, housing stock, and employment base are anticipated to occur with implementation of the proposed Specific Plan Amendment.

The proposed Amendment is not expected to induce substantial development in the area since adjacent areas have been planned for development prior to the Amendment. The Amendment has been made in response to economic conditions but adjacent areas are expected to be developed in accordance with the Development Plan approved for Planning Area 1, while Planning Areas 2 and 3 are expected to be developed concurrent with the office and commercial uses proposed by the applicant. Any growth-inducing impacts would be limited to the vacant parcel northeast of the site, as discussed in greater detail in Section 7.0, *Growth Inducing Impacts*, of the SEIR.

Housing Displacement *(Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?)*

The project site is occupied by a US Post Office. The US Post Office would be relocated into another structure prior to site development. No involuntary displacement of housing units or businesses would occur. The proposed Amendment would lead to the development of a maximum of 500 units within the Specific Plan area. No housing displacement or replacement housing is needed elsewhere and impacts are expected to be less than significant, with no mitigation required.

Population Displacement *(Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?)*

No residents or households are present at the site that would be displaced or would require relocation with future residential or commercial development.

The US Post Office would be relocated into another structure prior to site development. Due to the need for the Post Office to be located within the same zip code, relocation sites would be confined to other structures within the Specific Plan area or nearby areas. The 4 employees of the Post Office are expected to be part of the relocation and would not be displaced. This would not result in any involuntary displacement under the proposed Amendment. Impacts would be less than significant and no mitigation is required.

4.3.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that in 1995, there were 12 single-family units within the Specific Plan area, 10 of which were occupied. Also, 381 employees in various commercial and industrial uses were present. The EIR indicated that future development within the Specific Plan area would lead to the displacement of as many as 12 households with 33 to 40 residents and several business tenants and their 381 employees. Mitigation was provided in the previous EIR to provide assistance and relocation of tenants that would be displaced. Impacts were considered less than significant after mitigation. The EIR also indicated that future development and redevelopment under the adopted Specific Plan would lead to 7,258 office, commercial and hotel employees and no housing units or residents. Impacts were not considered significant.

> *The residential structures (including 5 cottages on the site and 2 residences to be relocated to the site) are no longer occupied and existing residents and businesses have been relocated prior to demolition of several structures on-site. Thus, no resident or household displacement is expected with future residential development under the Amendment. Only the US Post Office is now in use, with 4 employees. Relocation of the US Post office prior to site development would not lead to significant adverse impacts, as discussed above. With the proposed Amendment, potential employment would decrease within the Specific Plan*

area. Regional projections would not be exceeded and impacts would be less than significant, consistent with the EIR for the Specific Plan.

No mitigation measures were provided under this issue. However, a mitigation measure was provided for land use impacts related to relocation and displacement:

1. Each PAP shall contain a detailed strategy for the assistance and relocation of any tenants of existing buildings within that Planning Area.

This mitigation shall be applicable to the relocation of the Post Office from the site.

Guasti Redevelopment Plan EIR
The EIR for the Guasti Redevelopment Plan indicated that existing housing units would be lost and 8,468 jobs would be created within the Project Area. This would benefit jobs-housing balance in the subregion.

Consistent with the EIR for the Guasti Redevelopment Plan, the loss of 7 unoccupied housing units on the site due to future residential development is not considered a significant adverse impact. Future development under the Amendment would lead to 500 dwelling units with 1,001 residents, with a potential loss of 450,000 square feet of office uses with 1,287 jobs at the site. Regional projections would not be exceeded and impacts would be less than significant, as discussed above.

No mitigation measures were required in this previous EIR.

4.3.5 Standard Conditions and Mitigation Measures

Standard Conditions

No standard conditions are applicable to population and housing impacts under the proposed Amendment.

Mitigation Measures

No significant adverse impact on population and housing is expected with the proposed Specific Plan Amendment. However, mitigation related to the relocation of existing tenants was provided in the EIR for the Guasti Plaza Specific Plan and is applicable to relocation of the US Post Office under the proposed Amendment.

Mitigation 4.3.1: Future development shall include a detailed strategy for the assistance and relocation of any tenants of existing buildings within the project site, in accordance with the Guasti Redevelopment Plan.

4.3.6 Unavoidable Significant Adverse Impacts

The analysis shows that the increase in population and housing associated with future residential development and the loss of job creation from planned commercial development u is not expected to exceed regional projections for population, housing, and employment growth in the City and would not generate significant adverse impacts on population, housing, and employment. The 500 new dwelling units would help meet the City's future housing needs.

Implementation of the mitigation measure above would avoid any adverse impacts related to relocation of the US Post Office. No unavoidable significant adverse impacts on population and housing are expected after mitigation.

Section 4.4: Transportation and Circulation

A Trip Generation Study, dated January 2009, has been prepared by RK Engineering Group to estimate the trip generation of future residential development under the proposed Amendment and to compare the estimated trips with those of planned office uses under the Guasti Plaza Specific Plan and proposed office and retail uses under the Project Area Plan (PAP) for the site. Since a Traffic Study has been prepared for the PAP, which contains a full traffic analysis, the Trip Generation Study for the proposed Specific Plan Amendment builds upon the Traffic Study by providing a trip generation comparison between future residential development and the currently allowed commercial development. The findings of the Trip Generation Study are summarized below, and the complete study is provided in Appendix D of this SEIR. The Traffic Study for the PAP and the Addendum to the Traffic Study are also provided in Appendix D.

4.4.1 Environmental Setting

The Guasti Plaza Specific Plan area is bounded by the I-10 Freeway on the north, Turner Avenue on the east, Archibald Avenue on the west, and the UPRR tracks on the south. The project site is located just south of New Guasti Road, west of Turner Avenue, and north of the UPRR tracks.

Roadway Network

The San Bernardino (I-10) Freeway is an east-west freeway running through the northern section of the City Ontario. Near the site, this freeway has four travel lanes and one high occupancy vehicle (HOV) lane in each direction. It carried approximately 264,000 vehicle trips daily and 17,300 peak hour trips in 2007 between Archibald Avenue and Haven Avenue. In 2009, it carried approximately 261,000 vehicle trips daily and 17,700 peak hour trips.

Haven Avenue is a major arterial roadway that provides north-south access through the City of Ontario. It starts at Edison Avenue at the southern end of Ontario and goes through City extending north beyond the City limits through Rancho Cucamonga and ending at the foothills of the San Gabriel Mountains. South of the I-10 Freeway, it is an 8-lane divided roadway, with on- and off-ramps at the I-10 Freeway and a railroad overcrossing. East of the project site, this roadway has a right-of-way of approximately 150 feet, with a raised median, and sidewalks and parkways on each side. It carried approximately 48,640 vehicles per day in 2005.

Archibald Avenue is also a major arterial roadway that provides north-south access throughout the City of Ontario. It starts at Riverside County on the south extends north to Mission Boulevard, just south of the Ontario International Airport. It begins again at Airport Drive and extends north through Rancho Cucamonga, ending at the foothills of the San Gabriel Mountains. South of the I-10 Freeway, it is a 6-lane divided arterial and with on- and off-ramps at the I-10 Freeway, with a pedestrian bridge and a railroad overcrossing across the roadway. This segment of Archibald Avenue provides direct access to the airport and has a right-of-way of approximately 120 to 300 feet, with a raised median, and sidewalks and parkways on each side. This roadway segment carried approximately 15,980 vehicles per day in 2005.

Turner Avenue is a 2-lane undivided roadway with an approximately 30-foot wide pavement along the eastern boundary of the site and the Specific Plan area. It has a cul-de-sac at the northern end by the I-10 Freeway and ends at the UPRR tracks at the southeastern corner of the site. Overhead power lines on wooden poles run along the west side of Turner Avenue. A concrete-lined open storm drain channel runs along the east side at 2 different places, with sidewalks and parkways north of New Guasti Road and dirt shoulders south of New Guasti Road. A four-way stop sign controls traffic at the intersection of Turner Avenue and New Guasti Road.

New Guasti Road is a 4-lane collector roadway that was recently built to provide access to the office and retail buildings built near the I-10 Freeway and to implement the Specific Plan. This road has a right-of-way of 88 feet, with a painted median, and a meandering sidewalk and landscaped parkway on each side. It extends west from Guasti Road (east of Turner Avenue) and bends slightly southwest to join Guasti Road west of Archibald Avenue.

Old Guasti Road is a 2-lane roadway with an approximately 25-foot wide pavement and soft shoulders. This road runs east-west from Turner Avenue to just east of Archibald Avenue along the southern section of the site and Specific Plan area. Near Archibald Avenue, it bends and joins New Guasti Road to the north.

Levels of Service (LOS)

The Level of Service (LOS) is a qualitative and quantitative measure used to describe the operational conditions within a traffic stream and a motorist's and/or passenger's perception of the roadway's performance. LOS is designated a letter from A to F, with LOS A representing free flowing traffic conditions. LOS B represents stable flow, but with restrictions and operating speeds beginning to be affected by traffic volume. LOS C represents stable flow, with more restrictions and with speed and maneuverability closely controlled by higher traffic volumes. LOS D represents high density but stable flow, with traffic volumes severely restricting traffic flow. LOS E represents operating conditions at or near capacity level, with low but relatively uniform speeds. LOS F represents forced or breakdown flow, with many stops and low operating speeds.

While LOS along roadway segments may also be measured, roadway performance is controlled by the performance of intersections, and more specifically, by intersection performance during peak traffic periods. This is because traffic control at intersections interrupts traffic flow that would otherwise be relatively unimpeded. Thus, LOS is typically dependent on the quantity of traffic flow at the intersection. The Highway Capacity Manual methodology expresses LOS in terms of delay time, based on intersection controls, as shown in Table 4.4-1, *Levels of Service*, below.

TABLE 4.4-1
LEVELS OF SERVICE

Level of Service (LOS)	Average Delay Per Vehicle (seconds/vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	$\leq$ 10.0	$\leqq$ 10.0
B	> 10.0 and $\leq$ 20.0	> 10.0 and $\leqq$ 15.0
C	> 20.0 and $\leq$ 35.0	> 15.0 and $\leqq$ 25.0
D	> 35.0 and $\leq$ 55.0	> 25.0 and $\leqq$ 35.0
E	> 55.0 and $\leq$ 80.0	> 35.0 and $\leqq$ 50.0
F	> 80.0	> 50.0
Source: Highway Capacity Manual, 2000		

Roadway Intersection Analysis

The Guasti Plaza Specific Plan area is largely undeveloped and planned internal streets and intersections have not been built, except for the existing roadways: Turner Avenue and Old Guasti Road, and the recently completed New Guasti Road. Roads that formerly served the

Guasti community (i.e., Brookside Avenue, Sycamore Lane, and Pepper Tree Lane) have also been removed.

The City's Development Impact Fee (DIF) program collects fees from new development and major redevelopment to fund infrastructure and public facility construction and upgrades needed to serve these developments. The DIF includes street impact fees, which are placed into a separate account for use in the improvement of the City's roadway transportation network. These funds are earmarked for the construction of specific traffic improvements within the City, as identified in the Nexus Study prepared for the DIF program. As roadway improvements are needed, as enough DIF money is collected, and as other funding becomes available, the City constructs various roadway capital improvements using these funds. These fees would also be used for the improvement of regional roadways and intersection improvements, such as those needed for Archibald Avenue, Haven Avenue and the I-10 Freeway. Thus, no analysis of the regional freeway system or arterial roadway system is needed for the proposed Amendment.

With limited traffic on local streets due to the lack of development within the site and the surrounding area, the abandonment of former streets, and the recent construction of New Guasti Road, traffic volumes on area streets have constantly changed and are expected to still change as streets are built and structures are occupied within the Guasti Plaza Specific Plan area. Also, with planned streets still to be built, existing levels of service cannot be readily calculated. Thus, the roadway intersection analysis below is based on previous studies completed for the area, supported by a trip generation study for the proposed Amendment.

Existing Traffic Volumes and LOS

Based on a Traffic Study prepared for the Project Area Plan, existing traffic volumes on roadways and intersections within Guasti Plaza are relatively low due to the lack of development in the area. Currently, vehicles mainly use New Guasti Road to pass through the site, with a few vehicles on Turner Avenue and Old Guasti Road.

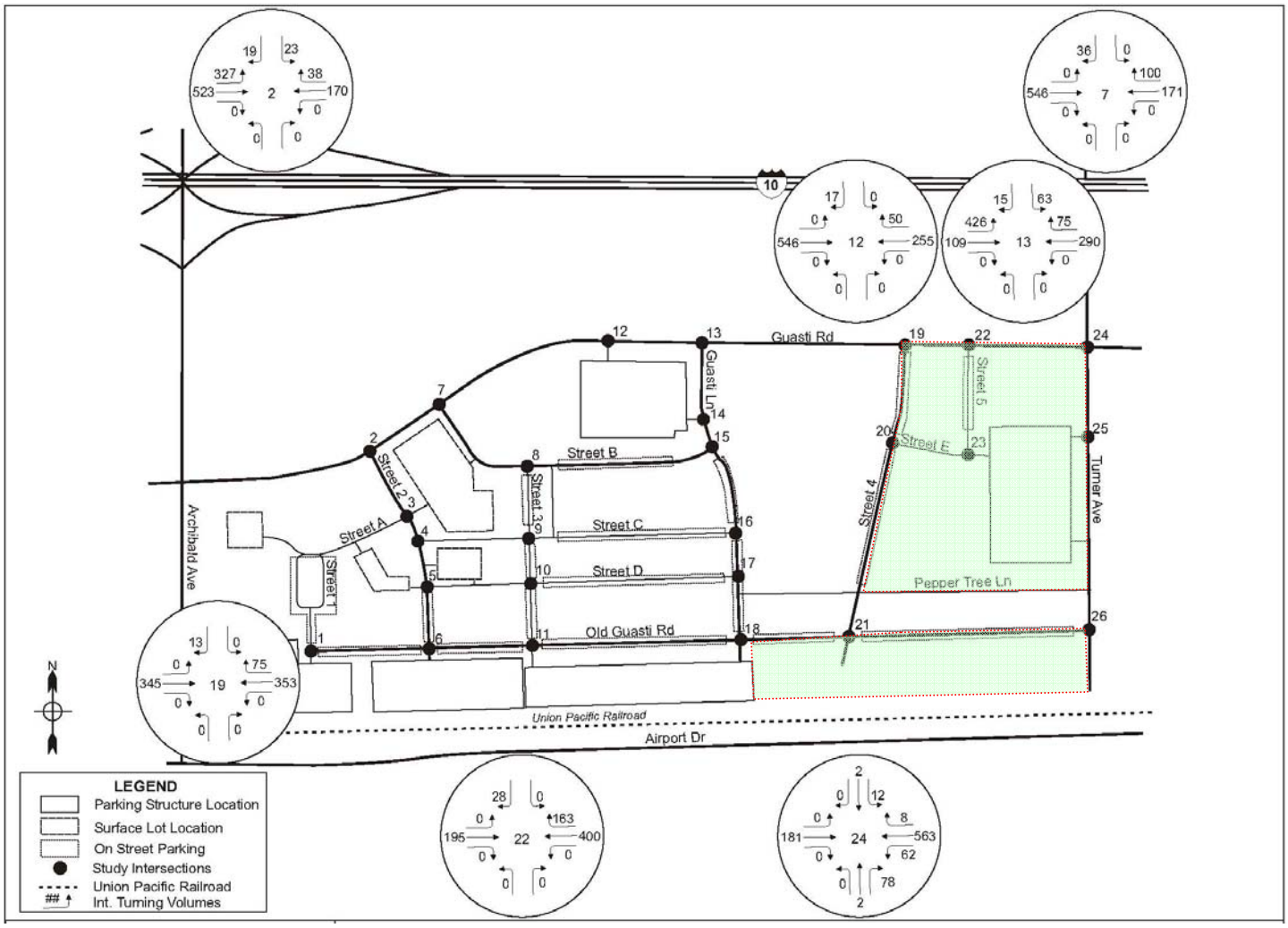
Existing traffic volumes on nearby roads and intersections were derived from projections of traffic circulation assuming planned developments north of New Guasti Road have been completed and are in use.

Figure 4.4-1, *Existing (2005) AM Peak Hour Volumes*, and Figure 4.4-2, *Existing (2005) PM Peak Hour Volumes*, show the estimated traffic volumes near the site assuming the office and hotel uses within the Airport Towers (Planning Area 1 of the Specific Plan) are in use. Two of these buildings are complete and are expected to be occupied shortly.

Levels of service are projected to be at LOS C or better during the AM and PM peak hours, as shown in Table 4.4-2, *Existing Levels of Service.* This assumes that New Guasti Road is developed as a 4-lane roadway, with traffic signals at Turner Avenue, Villa Lane (former Guasti Lane), and Winery Road.

Transportation Demand Management

The City's Trip Reduction Ordinance (Section 9-1.3050 of the Ontario Development Code) requires new development to provide site improvements and facilities to promote the use of alternative modes of transportation and reduce vehicle trips. New multi-family dwelling and condominium projects containing 10 or more units are required to provide one bicycle rack with

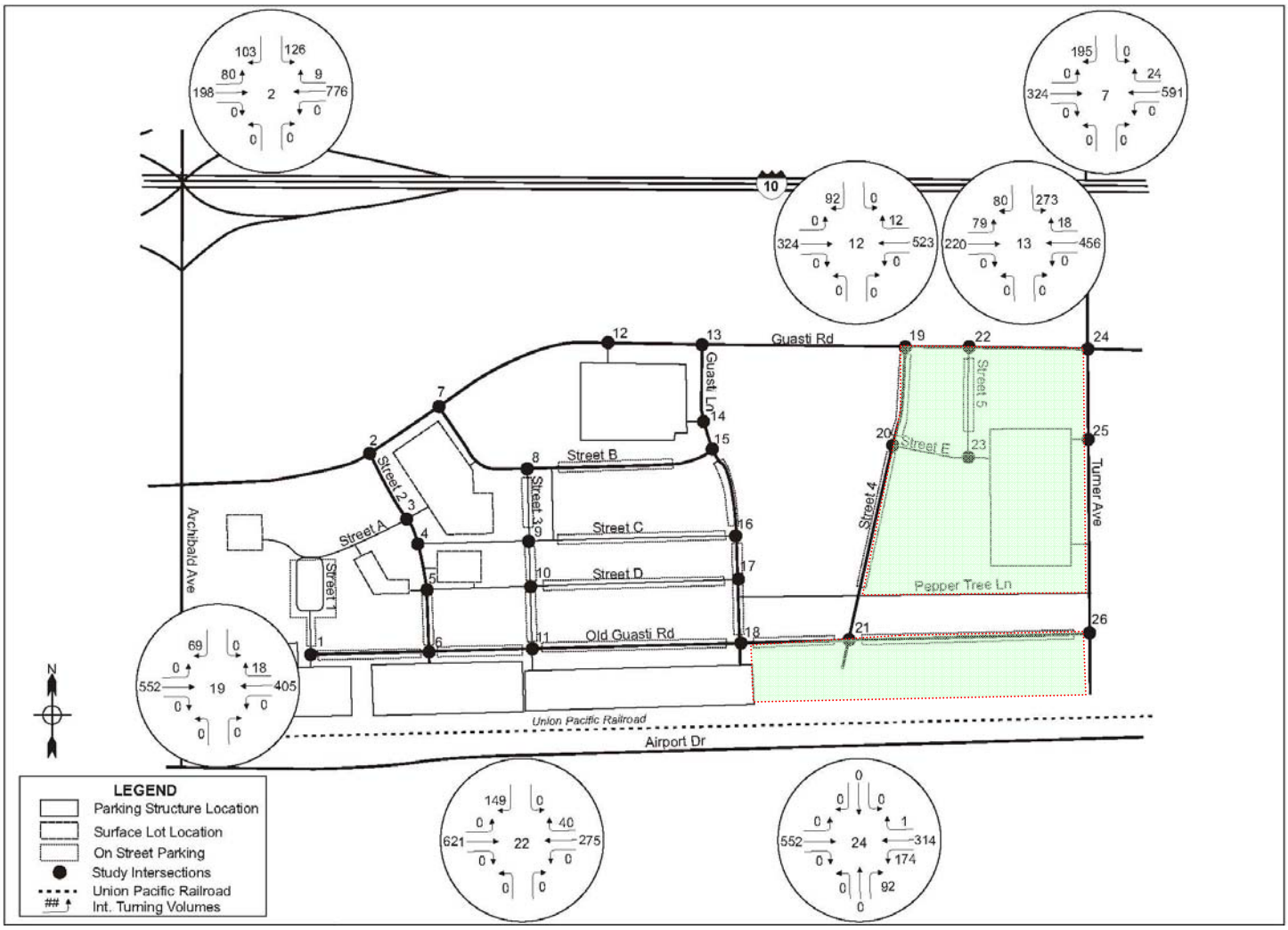


Proposed Residential Overlay Zone

Source: PAP Traffic Study

Figure 4.4-1
Existing (2005) AM Peak Hour Traffic Volumes
Guasti Plaza Specific Plan Amendment Supplemental EIR

N



Proposed Residential Overlay Zone

Source: PAP Traffic Study

Figure 4.4-2
Existing (2005) PM Peak Hour Traffic Volumes
Guasti Plaza Specific Plan Amendment
Supplemental EIR

N

three bicycle parking spaces for every 30 vehicle parking spaces; sidewalks from public streets to each building; a passenger loading area along the building entrance for at least 5 vehicles; and transit facilities, such as bus shelters, bus pullouts, and bus pads, if needed to serve the development.

TABLE 4.4-2
EXISTING LEVELS OF SERVICE

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Street B at Guasti Rd	0.4	9.2	A	A	2.2	12.6	A	B
Guasti Rd at Pkg Structure 1	0.2	9.3	A	A	1.0	10.8	A	B
Street 4 at Guasti Rd	0.2	9.7	A	A	0.7	10.0	A	B
Street 5 at Guasti Rd	0.4	10.3	A	B	1.4	10.1	A	B
Signalized Intersections	**Delay**		**Level of Service**		**Delay**		**Level of Service**	
Guasti Rd at Street 2	9.8		A		14.5		B	
Guasti Lane at Guasti Rd	19.6		B		20.2		C	
Turner Ave at Guasti Rd	10.7		B		15.6		B	

Note: Delay based on seconds per vehicle average.
N/A= Not Applicable. Poorest movement does not apply for four-way stop intersections.
Source: Traffic Study and Addendum for Guasti Specific Plan Project, 2007 and 2008

Public Transit

Bus Transit - Omnitrans provided public bus transit services in the San Bernardino County. Omnitrans Bus Route 61 runs at 15-minute frequencies along Archibald Avenue, west of the site with stops north and south of New Guasti Road. Less than 500 passengers boarded and alighted at these stops from July to October 2008, but this line is one of the busiest with 27.7 passengers per revenue hour. Omnitrans Bus Route 81 runs along Haven Avenue, east of the site, with a stop jut south of the I-10 Freeway. There were less than 5 boardings and alightings at this stop in May 2008. Routes 63, 75, 80, 82, and 83 also run in the City. Omnitrans estimates that a total of approximately 424 persons boarded and 4 persons alighted from the buses that stopped in the City of Ontario during the AM peak hour in September 2008. This number is likely to be reversed for the PM peak hour.

Passenger Train - The Metrolink trains do not pass through the site, but use the railroad lines running along the south side of the Ontario International Airport. The closest Metrolink station to the project site is the East Ontario Station at 3330 E. Francis Street, approximately 2 miles south of the site. In September 2008, a total of 112,177 passengers used the Metrolink's Riverside Line that runs south of the airport and runs 6 inbound and 6 outbound trains each day. Of the average daily boardings of 2,173 persons using this line, approximately 325 persons boarded at the Ontario station.

Amtrak trains use the tracks south of the site, with the nearest station at Plum Avenue, approximately 3.5 miles west of the site. Two Amtrak trains per day on 3 days per week run along the project site boundaries.

Truck Routes – Designated truck routes near the site include Archibald Avenue to the west and Haven Avenue to the east.

Alternative Transportation Modes

Union Pacific Railroad - The Union Pacific Railroad (UPRR) tracks run along the southern boundary of the site, with an average of approximately 42 freight trains and 1 passenger train (Amtrak) using this track per day. Local trains have an average of 5 to 7 cars, while regional trains can have up to 100 cars. However, the UPRR trains do not stop or idle at the site or near the site. Railroad crossings at Archibald Avenue and Haven Avenue have grade separations, with the roadways running under the tracks. The trains operate at all hours and all days, traveling at a maximum speed of 70 miles per hour on this track.

Ontario International Airport - The Ontario International Airport is a commercial airport owned by the City of Los Angeles Department of Airports. It serves commercial aircraft, air taxis, alternates, military aircraft and general aviation. The airport occupies 1,741 acres south of the I-10 Freeway and west of the I-15 Freeway in the City of Ontario. It has 4 runways and serves over 427,000 passengers and 40,000 tons of cargo through 4,905 flight operations per month. In 2007, a total of 7.2 million passengers and 533,000 tons of cargo passed through the airport on approximately 148,000 flights. Passengers and cargo have been increasing through the years, with flight operations decreasing slightly.

Bikeways - A bikeway is a facility that is provided primarily for bicycle travel. Class 1 Bikeways or Bike Paths are separated rights-of-way for the exclusive use of bicycles and pedestrians with minimum crossflow with vehicles. Class 2 Bikeways or Bike Lanes are striped lanes for one-way bike travel on a street or highway. Class 3 Bikeways or Bike Routes are streets for shared use with pedestrian or motor vehicle traffic and are often designated by Bike Route signs. There are no bikeways on or near the site. No trails or bikeways are proposed on or near the site or Specific Plan area as shown in the Multi-purpose Trails and Bikeways Corridor Plan in TOP.

Metro Gold Line Extension - The Los Angeles County Metropolitan Transportation Authority is proposing to extend the Metro Gold Line for approximately 24 miles from its current terminus at the Sierra Madre Villa station in the City of Pasadena to the Montclair Transcenter. Proposed stations along this extension will be located within the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont. A strategic planning study funded by the San Bernardino Associated Governments and the Southern California Association of Governments recommended a link from the Montclair Transcenter to the Ontario International Airport, along the Cucamonga Creek alignment (west of Archibald Avenue) with a possible station on Airport Drive, just west of Archibald Avenue. No funding or schedule for the implementation of this project has been identified.

California High Speed Rail – Proposition 1A was approved by voters on November 2008 for the construction of a high speed rail system to link California's major population centers. The California High-Speed Rail Authority has begun planning an 800-mile high-speed train system that will serve Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. The high-speed train system will be capable of speeds up to 220 miles per hour to provide commuters with easy access across the State. The Ontario International Airport is highlighted as a station along the rail system's preferred alignment, with completion anticipated in the 2020's.

Congestion Management Program

The San Bernardino County Congestion Management Program (CMP), developed by the San Bernardino Associated Governments (SANBAG), addresses County-wide traffic congestion through the interrelation of transportation, land use, and air quality programs. The CMP sets level of service standards for the County's CMP-designated highway system and implements an enhanced transportation management program to ensure that the designated roadways and intersections meet set standards.

The San Bernardino County CMP sets a standard of LOS E for roadway intersections and freeway interchanges in the County's CMP-designated highway system. If the 1992 LOS is F, a 10% degradation is considered a deficiency. In addition, signalized intersections are considered deficient if the overall volume/capacity ratio is equal to or more than 1.0, even if the LOS defined by vehicle delay is below the LOS standard. The I-10 and I-15 Freeways, Archibald Avenue north of the I-10 Freeway, Haven Avenue north of the I-10 Freeway, and Holt Boulevard west of Archibald Avenue are part of the CMP Road System.

The CMP also outlines the requirements for Traffic Impact Analysis (TIA) needed for proposed development projects. Projects that would generate 250 or more peak hour trips or that would add 50 or more vehicle trips to a State highway must prepare a TIA. However, jurisdictions that have implemented qualifying development mitigation programs that include development contribution requirements established by the SANBAG Development Mitigation Nexus Study are not required to prepare TIA reports.

The City of Ontario adopted a Development Impact Fee (DIF) program that complies with SANBAG Development Mitigation Nexus Study and thus, individual projects in the City are not required to prepare TIAs in accordance with CMP guidelines. The City's DIF program requires fair share fees from new developments to help fund the needed transportation facilities in the City, including regional transportation projects.

4.4.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on traffic and circulation, if its implementation results in any of the following:

- Causes an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access;
- Results in inadequate parking capacity; or,
- Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Ontario Plan sets the intersection LOS standard at E or better and requires development to mitigate its traffic impacts.

4.4.3 Environmental Impacts

The US Post Office generates nominal vehicle trips on area roadways. Future development on the site would generate new vehicle trips that would add to existing traffic volumes on roadways and intersections near the site.

Traffic Increase and Roadway Capacity *(Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

While there are existing buildings in Planning Areas 2 and 3, these structures are not in use, except for the US Post Office trailer. The proposed Amendment would allow residential uses on the site, which would generate vehicle trips that would add to current traffic volumes on Turner Avenue, New Guasti Road, Old Guasti Road, Archibald Avenue, Haven Avenue, the I-10 Freeway, and other nearby streets. These trips could add to congestion and adversely affect operating levels of service.

Trip Generation
Planned office and commercial uses are estimated to generate a net total of 8,287 daily vehicle trips. Future residential development consisting of 500 units would generate approximately 2,993 net trips daily. Table 4.4-3, *Difference in Trip Generation*, shows the AM and PM peak hours and daily trip generation of the alternative development scenarios.

TABLE 4.4-3
DIFFERENCE IN TRIP GENERATION

Land Use	Units	Peak Hour Trips				Daily Trips
		AM		PM		
		In	Out	In	Out	
Office 5, 6, 7	354,000 sf	381	49	89	439	3,898
Bldg 21, 22, 23						
Office	53,820 sf	73	10	13	67	593
Retail	26,370 sf	8	10	31	40	1,169
Fast Food	3,060 sf	81	54	41	39	2,191
Restaurant	6,750 sf	40	37	45	29	858
Total	444,000 sf	683	178	220	614	8,708
Internal Capture – 10%		-13	-10	-12	-11	-422
	Net Total	**670**	**168**	**208**	**603**	**8,287**
Apartments	500 du	50	205	200	110	3,325
Internal Capture – 10%		-5	-21	-20	-11	-333
	Net Total	**45**	**185**	**180**	**99**	**2,993**
	Difference	-625	+16	-28	-504	-5,294

sf – square feet du – dwelling units
Source: Trip Generation Study, 2009

As shown, planned office uses would generate 5,294 more vehicle trips daily than proposed residential uses.

Change in Trip Generation

The Trip Generation Study analyzed if the replacement of 450,000 square feet of office uses with 500 dwelling units would result in a higher trip generation than what was considered in the Guasti Plaza Specific Plan and the Project Area Plan (PAP).

The 1995 traffic study prepared for the Guasti Plaza Specific Plan estimated that buildout of the Specific Plan area would generate 3,807 trips during the AM peak hour and 3,733 trips during the PM peak hour. A total of 28,525 daily trips would also be expected. This traffic study utilized very general land use categories and ITE trip generation factors have changed since then.

Using the most current ITE factors for the proposed residential development scenario under the Amendment would result in approximately 27,818 daily trips from the Specific Plan area, with 2,631 AM peak hour trips and 3,187 PM peak hour trips. This was derived by removing the trips from 360,000 square feet of office uses and 90,000 square feet of office park uses and replacing them with trips from 500 dwelling units. This shows that the trip generation of the Specific Plan area would decrease by 707 vehicle trips per day, 1,176 AM peak hour trips, and 546 pm peak hour trips, over the 1995 estimates if residential uses are developed on the site.

If the trip generation of the land uses planned under the adopted Specific Plan and the proposed Amendment are compared using the same and current ITE factors, a reduction in AM and PM peak hours trips would also occur. However, the total daily trips would increase from 3,187 trips anticipated from the office and office park uses to 3,325 trips from proposed residential uses (an increase of 138 daily trips).

A 2008 Traffic Study and Addendum was prepared as part of the PAP, which provided more specific information on proposed structures and land uses within the Guasti Plaza Specific Plan area. This study estimated a total of 52,689 daily trips with 4,106 AM peak hour trips and 4,443 PM peak hour trips from future office, retail, and restaurant uses within the Guasti Plaza Specific Plan area.

The project site was planned for 354,000 square feet of office uses within 3 buildings, a 7–level parking structure (with 2,065 spaces), and future development consisting of a mix of office, retail and restaurant uses with a total of 264,900 square feet of floor area. This shows that a total of 618,900 square feet of new development was planned for the project site. In addition, historic structures would be reused for recreational or cultural purposes, which include 4 residential cottages, 2 relocated homes, a fire station, and an existing market.

With the proposed overlay in the Amendment, it is assumed that approximately 440,000 square feet of office and retail uses (within Buildings 5, 6, 7, 21, 22, and 23 of the PAP) could be replaced by 500 dwelling units. This assumes that the 18,900 square feet of commercial uses planned for the site would be developed elsewhere in the Specific Plan area.

With the Amendment, an estimated net total of 8,287 daily vehicle trips from office and retail uses could be reduced to only 2,993 net trips from the proposed residential uses. This is a decrease of 5,294 daily trips between commercial and residential uses. The projected AM and PM peak hour trips would also decrease by 609 and 532 vehicles per hour, respectively, over the commercial development planned under the PAP.

"Without Project" Conditions

A number of roadway and intersection improvements were identified in the 2008 Traffic Study Addendum, which would have to be constructed to allow roadways and intersections within the Guasti Plaza Specific Plan area to operate at acceptable levels of service. Table 4.4-4, *Roadway Improvements*, identifies the needed roadway and intersection improvements that would have to accompany future commercial development within the Guasti Plaza Specific Plan area. Figure 4.4-3, *Proposed Roadway Circulation ~~System~~at Buildout*, shows the configuration of proposed streets and intersections.

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
Garrett Square	At least two 14-foot travel lanes (one per direction), divided by a striped median. Minimum width of 28 feet, plus space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, while maintaining a minimum of 24 feet for travel lanes.	***Garrett Square at Old Guasti Road***	• Stop sign • Northbound approach: One shared right-through lane • Southbound approach: One shared left-through lane • Westbound approach: One shared left-right lane
Winery Road	At least four 12-foot travel lanes (two per direction), divided by a median. Minimum width of 48 feet for travel access. On street parking is not recommended along this section of road.	***Winery Road at Guasti Road***	• Traffic signal • Northbound approach: Two left turn lanes and one shared right-through lane • Southbound approach: One left turn lane and one shared right-through lane • Eastbound approach: One left turn lane, two through lanes, and one right turn lane • Westbound approach: One left turn lane, two through lanes, and one shared right-through lane.
		Winery Road at Brookside Road	• Stop sign on the eastbound and westbound approaches • Northbound approach: One shared left-through lane and one shared right-through lane • Southbound approach: One shared left-through lane and one shared right-through lane • Eastbound approach: One all way lane

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
			• Westbound approach: One all way lane
Gertrude Lane	At least two 12-foot travel lanes (one per direction), divided a median striped centerline. Minimum with of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided along the street, a minimum width of 40 feet.	***Gertrude Lane at North Winery Road***	• Stop sign on the northbound approach • Northbound approach: One left turn lane • Westbound approach: One shared left-through lane and one through lane
		Gertrude Lane at South Winery Road	• Stop sign on the northbound and southbound approaches • Northbound approach: One shared right-through lane • Southbound approach: One shared left-through lane • Eastbound approach: One shared left-through lane and one shared right-through lane
		Gertrude Lane at Old Guasti Road	• Stop sign on the eastbound approach • Northbound approach: One shared left-through lane • Southbound approach: One shared right-through lane • Eastbound approach: One shared left-right lane
Secundo Lane/Luisa Lane	At least two 12-foot travel lanes (one per direction), divided by a median striped centerline. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.	***Secundo Lane at Brookside Road***	• Stop sign on the northbound approach • Northbound approach: One all way lane • Eastbound approach: One all way lane • Westbound approach: One all way lane
		Secundo Lane at North Winery Road	• Stop sign on the southbound approach • Southbound approach: One right turn lane • Westbound approach:

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
			One shared right-through lane
		Luisa Lane at South Winery Road	• Stop sign on the northbound approach • Northbound approach: One right turn lane • Eastbound approach: One through lane and one right turn lane
		Luisa Lane at Old Guasti Road	• Stop sign on the northbound approach • Northbound approach: One all way lane • Southbound approach: One all way lane • Westbound approach: One all way lane
Parking Structure 1		***Parking Structure 1 at Guasti Road***	• Stop sign on the northbound and southbound approaches • Northbound approach: One right-left turn lane • Southbound approach: One right turn lane • Eastbound approach: One through lane and one shared right-through lane • Westbound approach: One left turn lane and two through lanes
		Parking Structure 1 Brookside Road	• Stop sign on the southbound approach • Southbound approach: One shared left-right lane • Eastbound approach: One shared left-through lane • Westbound approach: One shared right-through lane
Villa Lane	At least four 12-foot travel lanes (two per direction), divided by a broken raised median. South of Brookside Road, Villa Lane shall provide two 12-foot travel lanes (one per direction), divided by a median striped centerline. Minimum width of 24 feet for travel access south of Brookside Road, plus space required for on-street parking. If standard parallel parking is	***Villa Lane at Guasti Road***	• Traffic signal • Northbound approach: One left turn lane and one shared right-through lane • Southbound approach: One left turn lane and one shared right-through lane • Eastbound approach: One left turn lane, one through lane, and one shared right-through lane

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
	provided, a minimum width of 54 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 38 feet for travel lanes.		• Westbound approach: One left turn lane, one through lane, and one shared right-through lane
		Villa Lane at Parking Structure 1	• Stop sign on the eastbound approach • Northbound approach: One shared left-through lane and one through lane • Southbound approach: One right lane and one through lane • Eastbound approach: One left lane and one shared left-right lane
		Villa Lane at Brookside Road	• Stop sign on the eastbound and westbound approaches • Northbound approach: One all way lane • Southbound approach: One shared left-through lane and one right lane • Eastbound approach: One all way lane • Westbound approach: One all way lane
		Villa Lane at North Winery Road	• Westbound one-way travel • Northbound approach: One shared left-through lane • Southbound approach: One shared right-through lane
		Villa Lane at South Winery Road	• Stop sign on the eastbound approach • Northbound approach: One through lane • Southbound approach: One through lane • Eastbound approach: One shared left-right lane
		Villa Lane at Old Guasti Road	• All-way stop sign • Northbound approach: One left lane and one shared right-through lane • Southbound approach: One all way lane • Eastbound approach:

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
			One all way lane • Westbound approach: One all way lane
Biane Lane	At least two 12-foot travel lanes (one per direction), divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking, a minimum width of 40 feet. The width required for singled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.	***Biane Lane at Guasti Road***	• A stop sign on the northbound approach • Northbound approach: One right-left turn lane • Eastbound approach: One through lane and one shared right-through lane • Westbound approach: One left turn lane and two through lanes
		Biane Lane at Brookside Road	• Stop sign on the eastbound and westbound approaches • Northbound approach: One all way lane • Southbound approach: One all way lane • Eastbound approach: One all way lane • Westbound approach: One all way lane
		Biane Lane at Old Guasti Road	• Stop sign on the northbound and southbound approaches • Northbound approaches: One all way lane • Southbound approaches: One all way lane • Eastbound approaches: One all way lane • Westbound approaches: One all way lane
Street 5	At least two 12-foot travel lanes (one per direction), divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.	***Street 5 at Guasti Road***	• A stop sign on the northbound and southbound approaches • Northbound approaches: One right-left turn lane • Southbound approaches: One right turn lane • Eastbound approaches: One through lane and one shared right-through lane • Westbound approaches: One left turn lane, one

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
			through land and one shared right-through lane
		Street 5 at Brookside Road	• All-way stop • Southbound approach: One all-way lane • Eastbound approach: One shared left-through lane • Westbound approach: One shared right-through lane
Turner Avenue	At least two 12 foot travel lanes (one per direction), divided by a two-way left turn lane. Minimum width of 38 feet for travel access.	***Turner Avenue at Guasti Road***	• Traffic signal • Northbound approach: One left turn lane and one shared right-through lane • Southbound approach: One left turn lane and one shared right-through lane • Eastbound approach: One left turn lane, one through lane, and one shared right-through lane • Westbound approach: One left turn lane, one through lane, and one shared right-through lane
		Turner Avenue at Parking Structure 4	• Stop sign on the eastbound approach • Northbound approach: One left lane (due to two way left turn lane) and one through lane • Southbound approach: One shared right-through lane • Eastbound approach: One shared left-right lane
		Turner Avenue at Old Guasti Road	• Stop sign on the eastbound and westbound approaches • Northbound approach: One all way lane • Southbound approach: One all way lane • Eastbound approach: One all way lane • Westbound approach: One all way lane
Brookside Road	At least two 12-foot travel lanes (one per direction),		

TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
	divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.		
North Winery Road	The portion of North Winery Road from Brookside Road to Secundo Lane shall have at least two 12-foot travel lanes (for westbound traffic), divided by a dashed stripe lane line. Minimum width of 24 feet for travel lanes. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes. The remaining portion of North Winery Road from Secundo Lane to Villa Lane shall have at least one 12-foot travel lane (for westbound traffic). Minimum width of 12 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 24 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 12 feet for the travel lane.		
South Winery Road	The portion of South Winery Road from Brookside Road to Luisa Lane shall have at least two 12-foot travel lanes (for eastbound traffic), divided by a dashed stripe lane line. Minimum width of 24 feet for travel access, plus space		

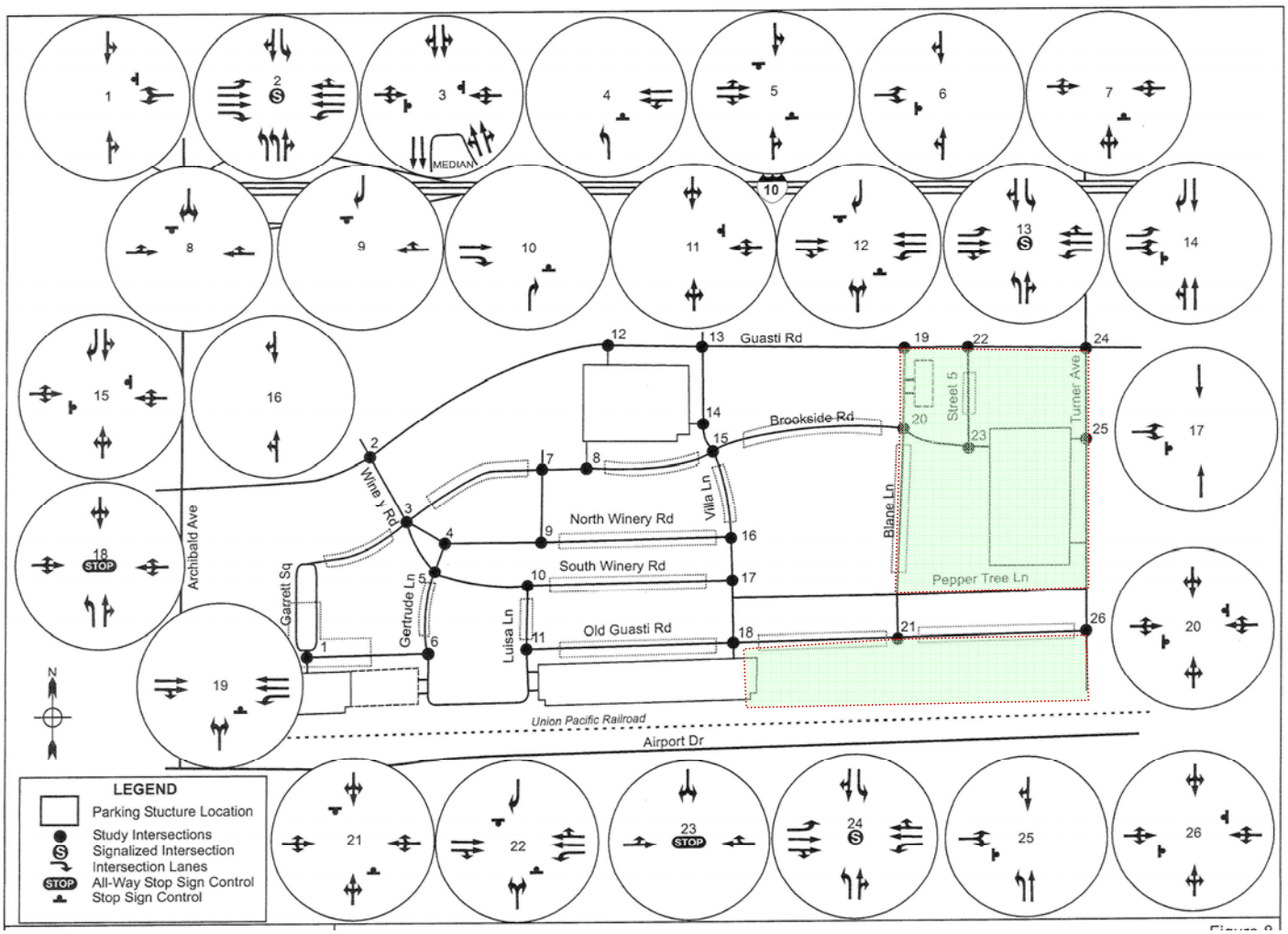
TABLE 4.4-4
ROADWAY IMPROVEMENTS

Roadway	Improvement	Intersection	Improvement
	required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum for 24 feet for travel lanes. The portion of South Winery Road from Luisa Lane to Villa Lane shall have at least one 12-foot travel lane (for westbound traffic). Minimum width of 12 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 24 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 12 feet for the travel lane.		
Old Guasti Road	Improved to City standards to provide a minimum of two 12-foot travel lanes (one per direction), divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.		

Source: Addendum to the Traffic Study for the Guasti Specific Plan Project, 2008

These same improvements would be needed to serve future residential uses.

With the construction of these roadways and intersection improvements, levels of service within the Specific Plan area are expected to be at LOS D or better, which would meet the City's standard for roadway intersections of LOS E. Table 4.4-5, *Projected Levels of Service*, shows the LOS at various intersections within the Specific Plan Area at buildout of the PAP.



Proposed Residential Overlay Zone

Source: PAP Traffic Study

Figure 4.4-3
Proposed Roadway Circulation at Buildout ~~System~~

Guasti Plaza Specific Plan Amendment

N

Source:

TABLE 4.4-5
PROJECTED LEVELS OF SERVICE

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Garrett Sq at Old Guasti Rd	3.7	11.3	A	B	1.7	11.1	A	B
Winery Rd at Brookside Rd	3.8	26.8	A	D	7.0	26.6	A	D
Gertrude Ln at North Winery Rd	3.7	9.1	A	A	5.1	10.0	A	B
Gertrude Ln at South Winery Rd	1.8	11.6	A	B	5.0	12.2	A	B
Gertrude Ln at Old Guasti Rd	1.6	9.9	A	A	4.1	10.2	A	B
Secundo Lane at Brookside Rd	0.5	9.3	A	A	0.5	9.1	A	A
Secundo Lane at North Winery Rd	0.0	0.0	A	A	0.0	0.0	A	A
Luisa Ln at South Winery Rd	1.5	9.1	A	A	1.2	8.9	A	A
Luisa Ln at Old Guasti Rd	7.0	10.1	A	B	3.8	9.8	A	A
Guasti Rd at Pkg Structure 1	0.7	24.8	A	C	1.4	17.9	A	C
Villa Ln at Pkg Structure 1	2.8	17.1	A	C	5.6	20.9	A	C
Brookside Rd at Pkg Structure 1	5.4	8.7	A	A	6.0	9.1	A	A
Villa Ln at Brookside Rd	2.7	20.9	A	C	3.0	22.3	A	C
Villa Ln at North Winery Rd	1.3	8.6	A	A	1.7	8.4	A	A
Villa Ln at South Winery Rd	2.5	14.9	A	B	2.2	15.8	A	C
Villa Ln at Old Guasti Rd	20.0	N/A	C	N/A	27.2	N/A	D	N/A
Biane Ln at Guasti Rd	1.7	10.9	A	B	2.1	21.2	A	C
Biane Ln at Brookside Rd	4.7	11.7	A	B	4.2	11.3	A	B
Biane Ln at Old Guasti Rd	3.5	10.1	A	B	3.5	10.3	A	B
Street 5 at Guasti Rd	0.2	12.8	A	B	0.5	22.3	A	C
Street 5 at Brookside Rd	7.5	N/A	A	N/A	7.3	N/A	A	N/A
Turner Ave at Pkg Structure 4	1.5	11.3	A	B	4.7	12.5	A	B
Turner Ave at Old Guasti Rd	2.8	9.4	A	A	5.8	9.9	A	A
Signalized Intersections								
Guasti Rd at Winery Rd	14.7		B		23.3		C	
Villa Ln at Guasti Rd	35.1		D		53.9		D	
Turner Ave at Guasti Rd	16.8		B		26.3		C	

Note: Delay based on seconds per vehicles average.

N/A=Not applicable.
Poorest movement does not apply for four-way stop intersections
Source: Addendum to the Traffic Study for the Guasti Specific Plan Project, 2008

"With Project" Conditions

As discussed above, a reduction in AM and PM peak hour trips would occur with future residential development over the planned office uses under the Guasti Specific Plan trip estimate and a reduction in AM and PM peak hour and daily trips would occur over the PAP trip estimate with planned commercial uses. Thus, future residential development under the proposed Amendment would result in less traffic impacts than those analyzed for commercial uses in the PAP and summarized in Table 4.4-5 above. The same roadway and intersection improvements and mitigation measures identified in the 2008 Traffic Study Addendum would be needed to ensure that local intersections operate at LOS E or better. These improvements would have to be implemented by future residential development under the proposed Amendment, as listed above.

While intersection operations are projected to be LOS E or better, very few of the streets and intersections are in place at this time. Thus, construction and occupancy of the 500 dwelling units or the planned commercial uses would result in significant adverse impacts on the existing street system. This is considered a significant adverse impact.

Impact 4.4-1: Future development would generate vehicle trips that would require street and intersection improvements on and near the site.

Future development would have to be accompanied by street and intersection improvements, as outlined in the 2008 Traffic Study for the PAP and as approved by the City's Traffic Engineer. Roadway and intersection improvements in other areas within the Specific Plan are expected to be constructed as part of planned commercial uses that are in the plan check stage, prior to development of the site.

For area-wide impacts, future residential development would need to pay fair share fees for the improvement of roadways and intersections in the City, including those that could be adversely impacted by development, as required under the City's DIF program. In addition, the project would be required to provide the street improvements along the site boundaries, as planned by the City in its Functional Roadway Classification Plan and as identified in the Guasti Plaza Specific Plan.

Level of Service Standard under Congestion Management Program (CMP) *(Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?)*

The San Bernardino County CMP by SANBAG sets a standard of LOS E for roadway intersections and freeway interchanges in the County's CMP-designated highway system. The City standards are LOS E for intersections and LOS D for roadway segments.

New vehicles trips on the I-10 Freeway and Congestion Management Program (CMP)-designated highways, such as Archibald and Haven Avenues, and Holt Boulevard would change existing levels of service. However, the Traffic Study shows that local intersections would operate at LOS D or better, which exceed the CMP standard of LOS E. With a potential for further reduction in daily vehicle trips (by 5,294 trips) from the replacement of office uses

with residential uses but with the same roadway network, operating levels of service are expected to be even better. Thus, no exceedance with the LOS standard of the CMP is expected with the proposed Amendment or future residential development on the site.

SANBAG has identified regional transportation projects in its Development Mitigation Nexus Study, along with project costs and cost allocations from new developments in the region. The Nexus Study serves as the deficiency plan that identifies the needed roadway improvements, cost and funding for these projects, and future implementation. SANBAG calls for local jurisdictions to develop and implement a development mitigation program that includes payment of fair share fees for the needed roadway system improvements.

The City of Ontario has adopted a DIF program that accounts for the implementation of regional transportation projects and payment of fair share fees by new development. Since Archibald and Haven Avenues, and Holt Boulevard are arterials that are included in the SANBAG Nexus Study, any improvement to intersections along these arterials are anticipated to be funded by DIF funds from the City and other DIF funds from participating adjacent jurisdictions. Thus, projects that pay their fair share fees are considered consistent with the CMP. Since future residential development would pay fair share fees under the City's DIF program, it is considered consistent with the CMP and no conflict is expected with the proposed Amendment.

The Comprehensive Transportation Plan (CTP) identifies needed roadway improvements to serve future development in the region. The City's development impact fees include funding for regional transportation projects, such as those that may be included in the CTP. As stated, future residential development would be required to pay development impact fees and would contribute to the implementation of the CTP. No conflict with the CTP is expected and no significant adverse impacts are expected.

Air Traffic Patterns *(Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that result in substantial safety risks?)*

The Ontario International Airport is located south of the site. The proposed Amendment would not directly affect air traffic volumes and future residential development on-site would not be directly served by air transportation. Thus, no impact on air traffic patterns at the Ontario International Airport would occur with the Amendment.

The project site is located outside the approach zones and clear zones for the Ontario International Airport. The Specific Plan Amendment states that residential building heights would be restricted by the Airport Height Restrictions. Future development would be subject to review and approval by the Federal Aviation Administration for compliance with height restrictions near the airport, as regulated under the Code of Federal Regulations Title 14, Part 77. Thus, no direct impact on air traffic patterns would occur with the proposed Amendment.

Noise and safety issues related to the Ontario International Airport are addressed in Section 4.6, *Noise*, and Section 4.13. *Human Health and Hazards*, of this SEIR.

Traffic Hazards *(Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?)*

Traffic hazards associated with the increase in vehicles coming to and from the site may occur with future residential uses, which may include a potential for traffic accidents and conflicts between pedestrian and vehicle traffic.

Future residential development would be accompanied by the construction of needed roadways and intersection improvements on and near the site. These street improvements would facilitate emergency access to the site and the project area and improve future traffic flows. Future development within the Specific Plan area would need to implement roadway and intersection improvements, as outlined in Table 4.4-4 above.

During construction of the needed roadway improvements, traffic flows along internal and abutting streets may be affected as travel lanes are temporarily blocked to construct the streets and utility lines. Roadwork would lead to the temporary obstruction of traffic flows along Turner Avenue, Old Guasti Road, New Guasti Road, and Biane Lane. The length of construction would be highly dependent on the contractor personnel and equipment, weather, timing, temporary work stoppages, and other factors and cannot be predicted with any reliability. However, utility lines have been installed on New Guasti Road and very few vehicles currently use Turner Avenue and Old Guasti Road. Should adjacent areas be developed prior to the construction of residential uses on the site, traffic obstruction would be greater on the roads and access driveways of abutting uses.

As required by Title 7, Chapter 3 – Public Rights-of-Way of the City's Municipal Code, an encroachment permit is needed for all work within public rights-of-way. Any work that would obstruct traffic flow also requires a Traffic Control Permit that prohibits encroachment into travel lanes during the peak hours and requires signs, temporary striping, alternative walkways and other pedestrian safety and flagger control guidelines in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). In addition, construction work within public roadway would have to be conducted in accordance with the City's Traffic/Transportation Construction Specifications and the Standard Specifications for Public Works Construction (Greenbook), which provide guidelines to maintain public convenience and safety, regulations for pavement striping/marking, driveway access, pedestrian traffic street closures, detours and barricades, required signage, use of flaggers, removal and replacement of striping, marking and markers, and restoration of traffic signal loop detectors. Thus, no significant adverse impacts on traffic flows, emergency response, or evacuation are expected during construction.

Conflicts between vehicular traffic and other forms of travel (bicyclists and pedestrians) may also cause traffic hazards. Future residential development would need to provide traffic signs, driveway controls, pedestrian walkways, vision clearance areas, and internal circulation controls, in accordance with the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and Title 4, Chapter 6 (Traffic) of the City's Municipal Code, as well as the standards for traffic and circulation in the Ontario Development Code and the Guasti Plaza Specific Plan.

Sight distance at access driveways will be reviewed and approved by the City at the time of preparation of the final grading, landscape, and street improvement plans. This will allow the City to verify that the roads and driveways do not include any sharp turns, blind spots, or unnecessary landscaping or brush that might result in a safety hazard. Impacts are expected to be less than significant.

Parking Capacity *(Would the project result in inadequate parking capacity?)*

Future residential development under the proposed Amendment would be required to provide parking spaces in accordance with the development standards in the amended Specific Plan and the City's Development Code. Planned parking structures on adjacent lots and on-street parking would also be available to future residential development. Thus, parking impacts would not be significant.

Emergency Access *(Would the project result in inadequate emergency access?)*

The proposed Amendment would not change the planned street system that would serve the site or the Specific Plan area. Future residential development would have access on Turner Avenue, New Guasti Road, and Old Guasti Road. Biane Lane is also proposed along the western boundary of the site. Street improvements that would accompany future development are expected to facilitate emergency access to the site and the project area and to improve traffic flow for emergency vehicles. Fire Department review of the site plan would ensure that fire emergency vehicle access is provided to all structures, as part of future residential development. Impacts would be less than significant.

During roadway and infrastructure construction, closure of travel lanes may occur. Any road work along the site would have to be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook) and City regulations. Thus, construction activities on and near the site are not expected to have significant adverse impacts on traffic flows for emergency response or evacuation.

The project site is not used for emergency response to or evacuation of adjacent areas. The site is surrounded by chainlink fencing and does not serve as an evacuation area for nearby residents or land uses. Future residential development would not interfere with the City's emergency response and evacuation plans for the area. The I-10 Freeway and Haven Avenue (north of the I-10 Freeway) are designated evacuation routes in the City. Future residential development is not expected to adversely impact emergency access and evacuation on Haven Avenue. Impacts relating to emergency access and evacuation would be less than significant.

Alternative Transportation *(Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?)*

In compliance with Section 9-1.3050, Trip Reduction Requirements, of the City's Development Code, future residential development would have to provide one bicycle rack with three bicycle parking spaces for every 30 vehicle parking spaces; sidewalks from public streets to each building; a passenger loading area along the building entrance for at least 5 vehicles; and transit facilities, such as bus shelters, bus pullouts, and bus pads, if needed to serve the development. Future commercial development would have to provide bicycle racks, pedestrian walkways, a passenger loading area, shower facility, preferential parking for carpool/vanpool vehicles, transit facilities, such as bus shelters, bus pullouts, and bus pads, and on-site video conferencing facilities. Compliance with the City's Trip Reduction Ordinance would reduce vehicle trips and promote bus transit and bicycle use.

Omnitrans Bus Routes 61 and 81 run on Archibald and Haven Avenues, respectively. Future residential development under the proposed Amendment could lead to an increase in the use of public transit buses by future residents of the site. Omnitrans has indicated that they recommend intensified land uses along transit stations and corridors. This includes Archibald Avenue, which is

used by Route 61 - the busiest route in their system. Increased ridership on Route 61 may necessitate additional transit services from Omnitrans, requiring increased bus trip frequencies and services. They did not identify any issues related to transit services but identified infrastructure needs (bus turnouts, bus stop amenities and pedestrian traffic signals) to more effectively serve bus riders. This is considered a significant adverse impact.

Impact 4.4 -2: Future development will result in increased use of bus transit services.

Omnitrans has recommended the provision of bus turnouts on the far side of New Guasti Road on Archibald Avenue. The bus stops should be provided with amenities, such as passenger landing areas, pedestrian connections, curb ramps, shelters with lighting, bus benches and trash receptacle. Omnitrans also calls for a signalized pedestrian crosswalk at the New Guasti Road and Archibald Avenue to passengers coming to and from the Specific Plan area. However, a pedestrian bridge is present approximately 250 feet south of this intersection. Provision of the turnout and bus stop improvements would promote the use of bus transit and the safety of bus riders. Omnitrans has bus stop design guidelines that may be used in the design of these improvements.

As provided in the TOP, no multi-purpose trails or bikeways are proposed on or near the site or Specific Plan area I the City's Multi-purpose Trails and Bikeways Corridor Plan. No impacts on bikeways or trails are expected from the proposed Amendment.

Future residential development would not generate a direct demand of rail transportation, as may be provided by the nearby UPRR tracks. Also, future residents or employees are not expected to require rail or air transportation primarily due to their residence at the site. Safety impacts related to train operations and aircraft operations are discussed in Section 4.13, *Human Health and Hazards*, of this SEIR.

No impacts to the Metro Gold Line and California High Speed Rail systems are expected with the proposed Amendment. The proposed Amendment or future development on the site would not interfere with the railroad rights-of-way and buildout of the proposed rail systems is not known at this point, in terms of proposed locations for stations, parking lots and other support facilities.

4.4.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would generate vehicle trips and increase existing traffic volumes on local roadways and freeways. The analysis estimated 28,528 new vehicle trips from new development to achieve buildout (which utilized a different methodology and trip generation factors). Implementation of mitigation measures outlined in the previous EIR included fair share contributions to needed arterial and freeway improvements; a transportation demand

management program; and traffic impact analyses for future development. Impacts were considered acceptable after mitigation. The EIR indicated that increases in traffic volumes on nearby streets and freeways would lead to a greater potential for traffic collisions and violations. However, these impacts were not considered significant. Archibald and Haven Avenues would be utilized to access the regional freeway system and the rest of the arterial system in the City would not be adversely impacted. Emergency access is readily available and review of access drives by the City Fire Department would ensure adequate access. The EIR did not identify any adverse impacts to air traffic patterns at the Ontario International Airport or parking provision.

Consistent with the EIR for the Specific Plan, no direct increase or decrease in air traffic at the nearby airport is expected with the proposed Amendment. No significant adverse impacts related to traffic hazards or parking provision is expected. Future residential development is also not expected to cause significant adverse impacts related to emergency access, and would still be subject to review by the Ontario Fire Department for the provision of adequate emergency access and evacuation. However, a decrease in trip generation is expected from future residential uses, which could replace planned office uses on the site. Payment of development impact fees would help fund intersection improvements needed in the project area.

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to development Advisory Board approval of any Planning Area Plan (PAP) for the Project, the City shall establish, and the developer shall agree to, a fair share contribution payment and payment schedule for freeway and arterial improvements. Freeway improvements will consist of creating high occupancy vehicle (HOV) lanes or the addition of another general purpose lane for the segments near capacity. Improvements to the I-10 Freeway segment between Mountain Avenue and Haven Avenue also may be added to the calculation of fair share contribution. Arterial improvements will consist of widening and/or restriping on Vineyard Avenue to provide additional lanes.

   This mitigation remains applicable to future residential development under the proposed Amendment.

2. Prior to Development Advisory Board approval of any PAP for the Project, the City shall establish, and the developer shall agree to, participation in a TDM program. A TDM program will be required to meet Congestion Management Plan (CMP) requirements and can also be used to reduce project impacts on the surrounding roadway system. Goal of the TDM program should be to comply with the 1.5 average vehicle ridership (AVR) of the regional air quality plan. Given that the project has over two million square feet of office planned, an excellent opportunity exists to provide substantial peak hour trip reduction through various means of ridersharing and travel demand management. By achieving a 1.5 AVR, the project would reduce its projected trips by approximately 17 percent.

   The proposed Amendment would reduce trips with the location of commercial, office, and residential uses near one another. However, this mitigation remains applicable to future non-residential development under the Specific Plan.

3. Prior to Development Advisory Board (DAB) approval of any PAP for the Project, the applicant shall prepare a TIA for that portion of the Project encompassed by the TIA. The TIA shall be prepared to City specifications. Appropriate mitigation measures, as determined by the City, will be placed on the Project prior to DAB approval.

   This mitigation has been implemented as part of the Supplemental EIR preparation, with the findings summarized above and the complete study provided in Appendix D.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan indicated that approximately 69,747 new vehicle trips are expected from buildout of the Project Area. This would increase freeway and arterial roadway traffic volumes in the area. Roadway improvements needed to maintain acceptable levels of service are identified, but intersection operation at the Archibald Avenue/Airport Drive intersection is expected to remain at LOS F. The EIR stated that emergency access is readily available and impacts related to emergency response or evacuation would be less than significant. Still, mitigation is provided for review of access drives, compliance with building codes and standards, and upgrade of the fire main system. The EIR did not identify any adverse impacts to air traffic patterns at the Ontario International Airport, potential traffic hazards, parking capacity, alternative transportation, transit services, or bikeways.

Trip generation from future residential uses would be less than those from office uses that are planned for the site. Payment of development impact fees would help fund intersection improvements needed in the project area, while on-site circulation system improvements that would be made part of future development would ensure acceptable LOS on internal roadways and intersections.

Consistent with the EIR for the Redevelopment Plan, no direct increase or decrease in air traffic at the nearby airport is expected with the proposed Amendment. Future residential development is not expected to cause significant adverse impacts related to traffic hazards or parking provision. However, the proposed Amendment could have a significant adverse impact to bus transit services, and mitigation is provided below to reduce adverse impacts. No adverse impacts to other alternative transportation systems are expected.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan:

1. <u>Existing Conditions</u>
   Addition of a second eastbound left turn lane at Haven Avenue/Guasti Road would result in improvement of Project Impact to LOS B during the PM Peak hour.

2. <u>2020 Conditions</u>
   Addition of a second eastbound left turn lane at Archibald Avenue/Guasti Road would result in LOS C during the PM peak hour.

3. <u>2020 Conditions</u>
   Addition of a second eastbound left turn lane at Haven Avenue/Guasti Road would result in improvement of Project Impact to LOS B during the PM peak hour.

   Future residential development would pay development impact fees to help fund the implementation of these mitigation measures.

4.4.5 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard conditions would prevent adverse impacts on area roadways:

Standard Condition 4.4.1: Future residential development shall pay development impact fees, which will help fund intersection and roadway improvements near the site.

Standard Condition 4.4.2: Future residential development shall improve perimeter roadways that would be dedicated to the City of Ontario in accordance with the City's roadway standards.

Standard Condition 4.4.3: Future residential development shall provide internal circulation improvements in accordance to City standards for the location of traffic signs, minimum drive aisle widths, turning radii, sight distances/vision clearances, pedestrian walkways/crosswalks, etc.

Standard Condition 4.4.4: Future residential development shall implement traffic safety measures, in accordance with the guidelines in the Manual on Uniform Traffic Control Devices (MUTCD), Title 4, Chapter 6 (Traffic) of the City's Municipal Code, as well as the standards for traffic and circulation in the Ontario Development Code and the Guasti Plaza Specific Plan.

Standard Condition 4.4.5: Construction work on public rights-of-way shall be performed in accordance with City regulations, including the Standard Specifications for Public Works Construction (Greenbook), Title 7 - Chapter 3 (Public Rights-of-Way) of the Ontario Municipal Code, MUTCD, and the City's Traffic/Transportation Construction Specifications and as approved by the City Traffic Engineer.

Standard Condition 4.4.6: Future residential development shall comply with City's Trip Reduction Ordinance requirements, through the provision of bike racks, sidewalks from public streets to each building; a passenger loading area; and transit facilities, such as bus shelters, bus pullouts, and bus pads.

Standard Condition 4.4.7: Future residential development shall be subject to review and approval by the Ontario Fire Department for the provision of adequate emergency access and evacuation routes.

Mitigation Measures

Implementation of the mitigation measures below would prevent significant adverse impacts on traffic circulation and bus transit services:

Mitigation Measure 4.4.1: On-site and perimeter roadways and intersection improvements shall be constructed as part of future residential development, as outlined in the Traffic Study for the PAP and listed in Table 4.4-4, as approved by the City's Traffic

Engineer. These include, but are not limited to, construction of the following roadways and intersection improvements:

Old Guasti Road - *Improved to City standards to provide a minimum of two 12-foot travel lanes (one per direction), divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.*

Turner Avenue - *At least two 12 foot travel lanes (one per direction), divided by a two-way left turn lane. Minimum width of 38 feet for travel access.*

Biane Lane - *At least two 12-foot travel lanes (one per direction), divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking, a minimum width of 40 feet. The width required for singled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.*

Street 5 (North-South Street between Turner Avenue and Biane Lane) - *At least two 12-foot travel lanes (one per direction), divided by a striped median. Minimum width of 24 feet for travel access, plus space required for on-street parking. If standard parallel parking is provided, a minimum width of 40 feet. The width required for angled parking would be based on the degree of angles, but would need to preserve a minimum of 24 feet for travel lanes.*

Biane Lane at Guasti Road

- *A stop sign on the northbound approach*
- *Northbound approach: One right-left turn lane*
- *Eastbound approach: One through lane and one shared right-through lane*
- *Westbound approach: One left turn lane and two through lanes*

Street 5 at Guasti Road

- *A stop sign on the northbound and southbound approaches*
- *Northbound approaches: One right-left turn lane*
- *Southbound approaches: One right turn lane*
- *Eastbound approaches: One through lane and one shared right-through lane*
- *Westbound approaches: One left turn lane, one through land and one shared right-through lane*

Street 5 at Brookside Road

- *All-way stop*
- *Southbound approach: One all-way lane*
- *Eastbound approach: One shared left-through lane*
- *Westbound approach: One shared right-through lane*

Turner Avenue at New Guasti Road

- *Traffic signal*
- *Northbound approach: One left turn lane and one shared right-through lane*

- *Southbound approach: One left turn lane and one shared right-through lane*
- *Eastbound approach: One left turn lane, one through lane, and one shared right-through lane*
- *Westbound approach: One left turn lane, one through lane, and one shared right-through lane*

Turner Avenue at Old Guasti Road

- *Stop sign on the eastbound and westbound approaches*
- *Northbound approach: One all way lane*
- *Southbound approach: One all way lane*
- *Eastbound approach: One all way lane*
- *Westbound approach: One all way lane*

Biane Lane at Old Guasti Road

- *Stop sign on the northbound and southbound approaches*
- *Northbound approaches: One all way lane*
- *Southbound approaches: One all way lane*
- *Eastbound approaches: One all way lane*
- *Westbound approaches: One all way lane*

Biane Lane at Brookside Road

- *Stop sign on the eastbound and westbound approaches*
- *Northbound approach: One all way lane*
- *Southbound approach: One all way lane*
- *Eastbound approach: One all way lane*
- *Westbound approach: One all way lane*

Villa Lane at Old Guasti Road

- *All-way stop sign*
- *Northbound approach: One left lane and one shared right-through lane*
- *Southbound approach: One all way lane*
- *Eastbound approach: One all way lane*
- *Westbound approach: One all way lane*

Mitigation Measure 4.4.2: Bus turnouts and bus shelters shall be provided along Archibald Avenue, as part of future development within the Specific Plan area and in coordination with Omnitrans.

4.4.6 Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would generate new vehicle trips that would utilize the surrounding street system. The standard conditions and mitigation measures above would ensure that an adequate roadway circulation system is provided to serve the site and adjacent developments. Compliance with the City's Trip Reduction Ordinance and mitigation for greenhouse gas emissions (MM 4.15.1) would reduce vehicle use from future residential development. These would reduce impacts on traffic and circulation.

While on-site and perimeter roadway improvements would accompany future development within the Specific Plan Area, payment of fair share fees for off-site improvements would not

immediately lead to the construction of roadway improvements that would reduce traffic congestion nearby intersections. Also, not all roadways at Guasti Plaza have been built. Thus, traffic at local intersections may operate worse than LOS E until the proposed roadway system for Guasti Plaza is fully built out and other area-wide improvements are implemented by the City. Thus, a short-term significant adverse impact on traffic would occur with future development under the Amendment.

As development occurs west of the site (within the Specific Plan area) and accompanying roadway improvements are made and as the needed area-wide roadway improvements become fully funded and the City implements these projects under the DIF program, area intersections are expected to operate at LOS E or better. At that time, impacts would be less than significant.

While internal and abutting roadways would be improved as part of future residential development on the site and planned commercial uses to the west would provide roadway improvements as part of that development, the City would also be implementing roadway and intersection improvements as part of the its ongoing signal warrant analysis and capital improvement program. However, there is no specific time frame for the implementation of the needed off-site intersection improvements at this time. Thus, unavoidable significant adverse impacts related to traffic are expected with the proposal in the near term.

Section 4.5: Air Quality

An Air Quality Impact Analysis, dated November 2009, has been prepared by Giroux and Associates to characterize air quality in the project area and to determine the proposed Amendment's potential impacts to air quality. A Health Risk Assessment (HRA) was also prepared in June 2009 by Giroux and Associates to analyze the impacts of diesel emissions from trucks on the freeway, trains on the railroad tracks, and nearby airport operations on future residential development on the project site. The findings of the analyses are summarized below, and the Air Quality Impact Analysis and the Health Risk Assessment are provided in Appendices E and F of this SEIR, respectively.

4.5.1 Environmental Setting

Climate

The climate of western San Bernardino County, as within the City of Ontario and all of Southern California, is governed largely by the strength and location of the semi-permanent high pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidities. The same climatic conditions that create a desirable living climate severely restrict the ability of the local atmosphere to disperse large volumes of air pollution generated by the population and industry attracted in part by the climate of Southern California.

The City of Ontario is in an area where pollutants generated in coastal portions and the more urbanized areas of the Los Angeles basin undergo photochemical reactions and then move inland across the City and the project site during the daily sea breeze cycle. The resulting smog at times gives western San Bernardino County some of the worst air quality in all of California. Fortunately, significant air quality improvement in the last decade suggests that healthful air quality may someday be attained despite the limited regional meteorological dispersion potential in the area.

Winds in the project area control both the initial rate of dilution of locally generated air pollutant emissions, as well as their regional trajectory. Winds across the project site display a very unidirectional onshore flow from the southwest-west that is strongest in summer with a weaker offshore return flow from the northeast that is strongest on winter nights when the land is colder than the ocean. The onshore winds during the day have average speeds of 6 to 10 miles per hour (mph), while the offshore flow is often calm or drifts slowly westward at 1 to 3 mph.

During the daytime, locally-generated pollutant emissions are rapidly transported eastward toward Banning Pass and northeast towards the Cajon Pass without generating any localized air quality impacts. The nocturnal drainage winds which move slowly across the area have some potential for localized stagnation, but fortunately, these winds have their origin in the adjacent mountains, where background air pollution levels are low and any localized contributions do not create any unhealthful impacts in the project area.

In addition, there are two distinct types of temperature inversions that control the vertical depth through which air pollutants are mixed. The summer on-shore flow is capped by a massive dome of warm, sinking air which caps a shallow layer of cooler ocean air. These marine/subsidence inversions act like a giant lid over the basin. They allow for local mixing of emissions, but they confine the entire polluted air mass within the basin until it escapes into the desert or along the thermal chimneys formed along heated mountain slopes.

High pressure over the Great Basin also creates funneled, gusty down-canyon flows. The dry air moving downslope becomes warm and becomes even more dry when it reaches the bottoms of local canyons. These so-called "Santa Ana" winds create dust storms in the project area, and make dust control difficult. The Santa Ana winds affect the City of Ontario, including the project site.

“Hot spots” are localized concentrations of air pollutants where emissions from specific sources may expose individuals to elevated risks of adverse health effects. In winter, when the air near the ground cools while the air aloft remains warm, radiation inversions are formed that trap low-level emissions (such as automobile exhaust) near their source. As background levels of primary vehicular exhaust rise during the seaward return flow, the combination of rising non-local baseline levels plus emissions trapped locally by these radiation inversions creates micro-scale air pollution "hot spots" near freeways, shopping centers, and other traffic concentrations in the Los Angeles Basin. However, the nocturnal downslope wind has its origin in very lightly developed areas of the San Gabriel Mountains, and background pollution levels at night in winter are very low in the project vicinity. Localized air pollution contributions are insufficient to create any "hot spot" potential when added to the clean nocturnal baseline. The combination of winds and inversions are thus critical determinants in leading to the degraded air quality in summer, and the generally good air quality in winter in the project area.

Air Quality

Ambient air quality standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. The standards are designed to protect those most susceptible to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, who are called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard. Table 4.5-1, *Health Effects of Pollutants*, identifies the adverse effects of exposure to various air pollutants.

TABLE 4.5-1
HEALTH EFFECTS OF POLLUTANTS

Pollutants	Sources	Health Effects
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust • Natural events, such as decomposition of organic matter	• Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure • Aggravation of some heart diseases (angina)
Nitrogen Dioxide (NO_2)	• Motor vehicle exhaust • High temperature stationary combustion • Atmospheric chemical reactions	• Aggravation of respiratory illness • Reduced visibility • Reduced plant growth • Formation of acid rain
Ozone (O_3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Impairment of cardio-pulmonary function

TABLE 4.5-1
HEALTH EFFECTS OF POLLUTANTS

Pollutants	Sources	Health Effects
		• Plant leaf injury
Lead (Pb)	• Contaminated soils	• Impairment of blood function and nerve construction • Behavioral and hearing problems in children
Respirable Particulate Matter (PM_{10})	• Stationary combustion of solid fuels • Construction activities • Industrial processes • Atmospheric chemical reactions	• Reduced lung function • Aggravation of the effects of gaseous pollutants • Aggravation of respiratory and cardio-respiratory diseases • Increased cough and chest discomfort • Surface soiling • Reduced visibility
Ultra Fine Particulate Matter ($PM_{2.5}$)	• Fuel combustion in motor vehicles, equipment and industrial sources • Residential and agricultural burning • Industrial processes • Formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics	• Increased respiratory disease • Lung damage • Cancer and premature death • Reduces visibility and results in surface soiling
Sulfur Dioxide (SO_2)	• Combustion of sulfur-containing fossil fuels • Smelting of sulfur-bearing metal ores • Industrial processes	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function • Irritation of eyes • Reduced visibility • Plant injury • Deterioration of metals, textiles, leather, finished, coatings, etc.
Source: California Air Resources Board Factsheet		

Federal Air Quality Regulations

The Clean Air Act established national Ambient Air Quality Standards (AAQS) in 1971 for six pollutants, with states retaining the option to add other pollutants, to require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended several times in air quality problem areas like Southern California. The Federal Clean Air Act Amendments (1977) requires that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAQMD and the Southern California Association of Governments (SCAG) first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called $PM_{2.5}$). New national AAQS were adopted in 1997 for

these pollutants. California then set more stringent standards for 8-hour zone exposure and $PM_{2.5}$.

A substantial modification of federal clean air standards for PM was promulgated in 2006. Standards for $PM_{2.5}$ were strengthened; a new class of PM in the 2.5 to 10 micron size was created; some PM_{10} standards were revoked; and a distinction between rural and urban air quality was adopted.

State Air Quality Regulations

Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology in the State, there is considerable difference between State and national clean air standards, with the State standards generally more stringent. These standards are shown in Table 4.5-2, *Ambient Air Quality Standards.*

TABLE 4.5-2
AMBIENT AIR QUALITY STANDARDS

		California Standards		Federal Standards		
Pollutant	**Averaging Time**	**Concentration**	**Method**	**Primary**	**Secondary**	**Method**
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		Revoked (2006)		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetic Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	15 µg/m^3		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	–
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m^3)		0.100 ppm	0.053 ppm (100 µg/m^3)	
Lead	30-Day average	1.5 µg/m^3	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m^3	Same as Primary Standard	High Volume Sampler and Atomic Absorption
Sulfur Dioxide (SO_2)	24 Hour	– 0.04 ppm (105 µg/m^3)	Ultraviolet Fluorescence		– –	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	1 Hour	0.25 ppm (655 µg/m^3)		75 ppb (196 µg/m^3)	–	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer–visibility of 10 miles or more (0.07–30 miles or more for Lake Tahoe) due to particles		**No Federal**		

TABLE 4.5-2
AMBIENT AIR QUALITY STANDARDS

		California Standards		Federal Standards		
Pollutant	**Averaging Time**	**Concentration**	**Method**	**Primary**	**Secondary**	**Method**
		when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		**Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

ppm – parts per million µg/m^3 – micrograms per cubic meter mg/ m^3 - milligrams per cubic meter
Source: California Air Resources Board, 2010

The 2003 AQMP was approved by the EPA in 2004. The Air Quality Management Plan (AQMP) outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM_{10}) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. The attainment deadline changed from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal $PM_{2.5}$ standard.

The 2007 AQMP was adopted by the SCAQMD on June 1, 2007, after extensive public review. This AQMP recognizes the interaction between photochemical processes that create both ozone and the smallest airborne particulates ($PM_{2.5}$). The 2007 AQMP is therefore a coordinated plan for both pollutants. Key emissions reduction strategies in the AQMP include:

- Ultra-low emissions standards for both new and existing sources (including on-and-off-road heavy trucks, industrial and service equipment, locomotives, ships and aircraft)
- Accelerated fleet turnover to achieve benefits of cleaner engines
- Reformulation of consumer products
- Modernization and technology advancements from stationary sources (refineries, power plants, etc.)

Local Air Quality Regulations

The City of Ontario does not regulate pollutant emissions. However, Article 33, Environmental Performance Standards, of the City's Development Code states that:

> *Dust and Paint* - All uses including grading, construction and operational phases, shall be conducted in a manner so as to prevent dust emissions and paint overspray from creating hazardous or potentially hazardous conditions within the site and surrounding areas.

Smoke - Smoke emissions shall be controlled in accordance with the standards of the South Coast Air Quality Management District.

Odors or Gases - The emission of obnoxious odors of any kind shall not be permitted and no gas shall be emitted which is injurious to the public health, safety or general welfare.

Existing Air Quality

The South Coast Air Quality Management District (SCAQMD) operates a monitoring station in Ontario that measures particulate matter. The closest station to Ontario that measures nitrogen dioxide, carbon monoxide, and ozone is located in Upland. Table 4.5-3, *Air Quality Monitoring Data*, summarizes the SCAQMD monitoring data from the Ontario and Upland stations from 2004 to 2009.

TABLE 4.5-3
AIR QUALITY MONITORING DATA

Pollutant/Standard	2004	2005	2006	2007	2008	2009
Ozone						
1-Hour > 0.09 ppm (S)	31	34	50	32	51	51
1-Hour > 0.12 ppm (F)*	2	8	14	7	9	3
8-Hour > 0.07 ppm (S)	31	34	54	55	65	71
8- Hour > 0.075 ppm (F)	18	15	25	35	50	49
Max. 1-Hour Conc. (ppm)	0.14	0.15	0.17	0.15	0.16	0.15
Carbon Monoxide						
1-Hour > 20. ppm (S)	0	0	0	0	0	0
1-Hour > 9. ppm (S, F)	0	0	0	0	0	0
Max 1-Hour Conc. (ppm)	3.0	3.0	3.0	2.0	2.0	2.0
Max 8-Hour Conc. (ppm)	2.1	1.8	1.8	1.7	1.6	1.5
Nitrogen Dioxide						
1-Hour > 0.25 ppm (S)	0	0	0	0	0	0
Max 1-Hour Conc. (ppm)	0.11	0.10	0.10	0.10	0.09	0.11
Inhalable Particulates (PM_{10}) [1]						
24-Hour > 50 $\mu g/m^3$ (S)	17/58	19/60	17/62	14/58	15/62	8/61
24-Hour > 150 $\mu g/m^3$ (F)	0/58	0/60	0/62	0/58	0/62	0/61
Max. 24-Hr. Conc. ($\mu g/m^3$)	93.	74.	78.	115.	90.	70.
Ultra-Fine Particulates ($PM_{2.5}$) [1]						
24-Hour > 65 $\mu g/m^3$ (F)	2/112	1/110	0/107	1/102	0/113	-
24-Hour > 35 $\mu g/m^3$ (F)**	-	-	7/107	6/102	6/113	3/122
Max. 24-Hr. Conc. ($\mu g/m^3$)	86.1	87.8	53.7	72.8	54.2	46.9

* standard revoked in 2006 **reduced to 35 $\mu g/m^3$ in 2007
Source: SCAQMD Upland Monitoring Station (5175) data, 2004 to 2009
[1] Ontario 1408 Francis Street (5817)

As shown by these data, photochemical smog (ozone) levels frequently exceed standards in the project area. The 1-hour state standard was violated an average of 41.5 days a year in the last six years. The former Federal 1-hour standard has been exceeded an average of 7.2 times a year within the last six years, while the new 8-hour state ozone standard has been exceeded an average of 51.7 times a year in the past six years. The Federal 8-hour ozone standard has averaged around 32 violations per year since 2004. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project area is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

PM_{10} levels have exceeded the state 24-hour standard on approximately 25 percent of all measured days but the less stringent federal 24 hour-standard has not been exceeded in the past six years. Year-to-year fluctuations of overall maximum 24-hour PM_{10} levels do not have a discernable trend, although 2009 had the lowest maximum 24-hour concentration (with 2005 second lowest) in the last six years.

$PM_{2.5}$ readings have exceeded the federal 24-hour ambient standard on approximately one percent of the measured days per year for the last six years. There were no violations in 2006 measured at the Ontario monitoring station. The federal 24-hour standard was reduced in 2006 from 65 $\mu g/m^3$ to 35 $\mu g/m^3$. The substantially more stringent new standard was exceeded 5 percent of all days since 2006.

More localized pollutants such as carbon monoxide and nitrogen oxides are at very low concentrations near the project site because background levels, even in western San Bernardino County, never exceed allowable levels. There is excess dispersive capacity to accommodate localized vehicular air pollutants such as NOx or CO without any threat of violating applicable AAQS.

Project Site Emissions

The project site is largely undeveloped, with a trailer used as a US Post Office. Pollutant emissions are limited to the vehicle emissions from vehicle trips to and from the Post Office and indirect emissions from power consumption by the Post Office trailer.

4.5.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on air quality, if its implementation results in any of the following:

- Conflicts with or obstructs implementation of the applicable air quality plan;
- Violates any air quality standard or contribute substantially to an existing or projected air quality violation;
- Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Exposes sensitive receptors to substantial pollutant concentrations; or
- Creates objectionable odors affecting a substantial number of people.

The SCAQMD's thresholds of significance for various pollutants are:

Pollutant	Construction (lbs/day)	Operations (lbs/day)
ROG	75	55
NO_x	100	55
CO	550	550
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
Lead (Pb)	3	3

Projects that exceed these thresholds are considered to have a significant adverse impact on air quality.

Indicators are also listed in the SCAQMD CEQA Air Quality Handbook that should be used as screening criteria to evaluate the need for further analysis with respect to air quality. Whenever possible, the project should be evaluated in a quantitative analysis; otherwise a qualitative analysis is appropriate. These indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.
- Project could result in an accidental release of toxic, hazardous or odorous air contaminants, including air contaminants in small diameter particulate matter fraction of diesel exhaust

The SCAQMD CEQA Handbook also identifies various secondary significance criteria related to toxic, hazardous, or odorous air contaminants. For toxic air contaminants (TACs), the SCAQMD has indicated that the individual cancer risk significance is considered less than significant if it will lead to less than 1.0 in one million cancer risk exposure. It is also considered insignificant if the risk is from 1.0 to 10 in one million and best available control technology has been used. If the risk is greater than 10 in one million, the risk is considered significant.

4.5.3 Environmental Impacts

Future residential development under the proposed Specific Plan Amendment would lead to the generation of air pollutants in the South Coast air basin.

Air Quality Management Plan Consistency *(Would the project conflict with or obstruct the implementation of the applicable air quality plan? Would the project result in population increases within the regional statistical area which would be in excess of that projected in the AQMP? Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?)*

New development, such as future residential uses proposed under the Guasti Plaza Specific Plan Amendment, do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing "general" development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of master planned growth is determined. If a given project incorporates any available transportation control measures that can be implemented on a project-specific basis, and if the scope and phasing of a project are consistent with adopted forecasts as shown in the Regional Comprehensive Plan (RCP), which in turn, were used in the assumptions of future growth used in the AQMP, then the regional air quality impact of project growth would be consistent with the AQMP. In addition, the SCAQMD considers a project to be consistent with the AQMP if it would not result in an increase in the frequency or severity of existing air quality violations; would not cause or contribute to new violations; and would not delay the timely attainment of the AAQS or interim emission reductions in the AQMP. Analysis of AQMP consistency is based on these two approaches, as provided below.

Air Quality Planning Consistency

The AQMP is based on projections in population, employment, and vehicle miles traveled (VMT) in the South Coast air basin, as projected by SCAG. The SCAG projections are based on buildout estimates for the individual cities in the region.

Planned commercial uses within Guasti Plaza were used in development growth projections for the City and are consistent with regional projections used in the AQMP. Proposed residential uses on the site are not consistent with regional growth projections, as the site was planned for commercial, office and light industrial uses under the adopted Specific Plan. With the potential for a change in planned development on the site from office to residential uses, the anticipated population, household, and employment growth at the site would be different than those included in the buildout projections for the City of Ontario that were used in regional growth projections. Thus, the proposed Amendment is not consistent with the growth assumptions used by the AQMP.

However, the City of Ontario recently adopted a new General Plan, which identifies the future development within the Guasti Plaza Specific Plan to consist of 500 dwelling units and several million square feet of office and commercial uses, as proposed in the Amendment. The buildout of the City under this new General Plan would be used by SCAG in future updates to their regional projections and planning documents.

Also, the proposed Amendment would locate residential uses near commercial and office uses, which would allow on-site residents to work, shop, and obtain services nearby. Alternatively, employees of nearby office and commercial uses may choose to live at the proposed residential development. This would result in a reduction in trip lengths, as well as in the trip generation from the site, due to the proposed Amendment, as Guasti Plaza becomes a live-work environment for professionals and nuclear families. Thus, reductions in pollutant emissions from future site development would meet the AQMP's main objective of reducing pollutant emissions in the South Coast air basin and would have beneficial impacts on air quality.

Violation of Standards

The South Coast Air Basin is designated by the State and USEPA as non-attainment areas for O_3, PM_{10}, and $PM_{2.5}$. The pollutant emissions that would be generated by future residential uses on the site would add to existing violations of O_3, PM_{10}, and $PM_{2.5}$.

Because of the PM_{10} and $PM_{2.5}$ non-attainment status of the air basin, construction dust and exhaust emissions from future residential development would contribute to existing violations of the PM_{10} and $PM_{2.5}$ standards. These emissions would increase the frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP.

Also, due to the non-attainment status of the air basin for ozone, construction equipment emissions from the project would generate ROG and NOx, which are precursors of ozone (O_3) and thus, would contribute to existing violations of ozone standards in the South Coast Air Basin. This is considered a significant adverse impact.

Impact 4.5.1: Construction activities at the site would contribute to existing violations of O_3, PM_{10} and $PM_{2.5}$ standards.

Because of the non-attainment status of the SCAB for PM_{10} and $PM_{2.5}$, an aggressive dust control program is required to control fugitive dust for any new construction. Use of BACMs would be required during construction on the site.

Measures to reduce NO_x and ROG emissions (which are precursors for ozone) would need to be implemented during construction. With mitigation, peak daily construction activity emissions are further reduced, as shown in Tables 4.5-4 and 4.5-5 below.

Similarly, vehicle trips, electrical power and natural gas generation to serve demands from future residential uses and on-site equipment and activities would generate pollutant emissions. Thus, long-term operational emissions associated with occupancy of the 500 dwelling units would also contribute to pollutant emissions in the basin, resulting in significant impacts related to contributions to existing violations of O_3, PM_{10}, and $PM_{2.5}$. This is considered a significant adverse impact.

Impact 4.5.2: Occupancy of future residential uses at the site would contribute to existing violations of O_3, PM_{10} and $PM_{2.5}$ standards.

Thus, while residential development under the proposed Amendment would result in less vehicle trips to and from the site and less VMT, it is not consistent with the AQMP for the South Coast Air Basin.

Air Quality Standards *(Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Would the project exceed SCAQMD thresholds of significance?)*

Construction and operational emissions from future residential development on the site would add to air pollutant levels in the air basin. As discussed above, future residential development would contribute to existing violations of state and federal air quality standards in the South Coast Air Basin.

Construction Emissions – Particulate Matter

Dust is the primary concern during construction of new buildings and infrastructure. They are generated by ground disturbance and excavation activities and emission rates are dependent on soil silt content, soil moisture, wind speed, land area under disturbance, number of vehicles, depth of disturbance or excavation, and other factors. These factors are generally not known with any reasonable certainty prior to project development and may change from day to day.

SCAQMD estimates average daily PM_{10} emissions during site grading and ground disturbance to be 26.4 pounds/acre/day. Use of enhanced dust control procedures, such as continual soil wetting, use of supplemental binders, and early paving, can achieve a substantially higher PM_{10} control efficiency. Daily emissions with the use of reasonably available control measures (RACMs) for PM_{10} can reduce emission levels to around 10 pounds/acre/day. With the use of best available control measures (BACMs) the California Air Resources Board URBEMIS2007 computer model predicts that emissions can be reduced to 1 to 2 pounds/acre/day.

Construction of 500 multi-family units on the site is estimated to require 3.3 acres to be under simultaneous construction. With the use of RACMs, daily PM_{10} emissions during site grading would be 33 pounds per day (3.3 x 10.0 = 33 pounds/day). With the use of BACMs, daily PM_{10}

emissions would be 4 to 8 pounds per day only. The SCAQMD significance threshold of 150 pounds per day would not be exceeded. Impacts would be less than significant.

$PM_{2.5}$ emissions are estimated by the SCAQMD to comprise approximately 20.8 percent of PM_{10}. Other studies have shown that the fugitive dust fraction of $PM_{2.5}$ is closer to 10 percent. At 20.8 percent, daily $PM_{2.5}$ emissions during construction of future residential development on the site, with the use of BACMs (as required above), will be around 1 pound per day, which is considerably less than the SCAQMD CEQA significance threshold of 55 pounds per day. Impacts would be less than significant.

Nuisance Dust

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate many larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and are readily filtered out by human breathing passages. These fugitive dust particles are therefore more of a potential soiling nuisance as they settle out on parked cars, outdoor furniture or landscape foliage rather than any adverse health hazard. The deposition distance of most soiling nuisance particulates is less than 100 feet from the source. Land uses within 100 feet of the site include vacant land, railroad tracks, office and industrial buildings, church, and utility yard, which conduct most activities indoors and/or have low on-site populations. These uses would not be adversely affected by large diameter inert silicates. There are no existing residents within 100 feet from the project site. It is also expected that commercial uses to the west of the site would be developed prior to future residential development on the site, since building plans for these adjacent development have been submitted to the City for review.

In the event that residential units at the site are occupied prior to the completion or construction of commercial uses to the west or north, or if residential development is phased, residents may be exposed to nearby construction emissions. The use of BACMs during construction (as required above) would reduce impacts associated with nuisance dust.

Construction vehicles may also drop or carry out dirt or silt that is washed into public streets. Passing non-project vehicles then pulverize the dirt to create off-site dust impacts. Congestion effects may also occur as construction may entail roadway encroachment, detours, lane closures, and competition between construction vehicles (trucks and contractor employee commuting) and ambient traffic for available roadway capacity. Emissions controls require good housekeeping procedures (part of SWPPP compliance) and a construction traffic management plan (part of Greenbook compliance) that will reduce nuisance dust.

Construction Emissions – Exhaust Emissions

Exhaust emissions will result from on and off-site heavy equipment used in construction of future residential uses on the site. The types and numbers of equipment will depend on the contractor and phase of construction. Initial clearing and will gradually shift toward building construction and then for finish construction, paving, and landscaping. The URBEMIS2007 computer model was used to calculate emissions from the following prototype construction equipment fleet for residential construction:

Grading	Paving
❖ 1 Grader	❖ 4 Cement Mixers
❖ 1 Rubber Tired Dozer	❖ 1 Paver
❖ 1 Tractor/Loader/Backhoe	❖ 2 Paving Equipment
❖ 1 Water Truck	❖ 1 Roller

- 1 Tractor/Loader/Backhoe

Construction
- 3 Welders
- 1 Tractor/Loader/Backhoe
- 1 Generator Set
- 1 Crane
- 2 Forklifts

Calculated construction activity emissions are summarized in Table 4.5-4, *Construction Activity Emissions.* As shown, peak daily construction activity emissions will be below SCAQMD thresholds. Impacts would be less than significant.

TABLE 4.5-4
CONSTRUCTION ACTIVITY EMISSIONS (POUNDS/DAY)

Activity	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading						
No Mitigation	3.0	25.1	13.5	0.0	34.2	8.0
With Mitigation	3.0	21.3	13.5	0.0	3.3	0.8
Construction						
No Mitigation	5.9	31.5	58.8	0.1	1.9	1.8
With Mitigation	5.9	29.0	58.8	0.1	1.1	0.9
Coating and Paving						
No Mitigation	26.8	17.5	13.5	0.0	1.5	1.4
With Mitigation	24.4	15.0	13.5	0.0	0.3	0.2
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Source: Giroux and Associates, 2009.						

Operational Emissions

Operational air pollutant emissions will mainly come from vehicles (mobile sources) that will be generated by future residential development under the proposed Guasti Plaza Specific Plan Amendment. In addition, energy demand met by burning fossil fuels in regional power plants will add NO_x, ROG, and CO emissions (area sources) from future development.

Area source and operational emissions from project-related traffic were calculated using a computerized procedure developed by the California Air Resources Board (CARB) for urban growth mobile source emissions. Long-term emissions from future residential development under the proposed Specific Plan Amendment are compared to emissions from commercial uses in Table 4.5-5, *Operational Emissions.*

TABLE 4.5-5
OPERATIONAL EMISSIONS (POUNDS/DAY)

Source	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential Use						
Area Sources	27.0	4.9	3.6	0.0	0.0	0.0
Mobile Sources	25.2	32.1	296.1	0.3	52.4	10.2
Total	52.2	37.0	299.7	0.3	52.4	10.2
Commercial Use						
Area Sources	3.3	3.2	8.8	0.0	0.0	0.0
Mobile Sources	60.6	86.7	781.4	0.9	142.0	27.7
Total	63.9	89.9	790.1	0.9	142.0	27.7
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Source: Giroux and Associates, 2009.						

As shown, planned commercial uses would generate almost 3 times more trips than residential uses and would lead to emissions that would exceed thresholds for ROG, NOx, and CO. However, area source and vehicle emissions from future residential uses would not exceed SCAQMD thresholds.

Future multi-family development would have to implement trip reduction measures, in accordance with the City's Trip Reduction Ordinance. This ordinance requires new multi-family dwelling and condominium projects containing 10 or more units to provide one bicycle rack with three bicycle parking spaces for every 30 vehicle parking spaces; sidewalks from public streets to each building; a passenger loading area along the building entrance for at least 5 vehicles; and transit facilities, such as bus shelters, bus pullouts, and bus pads, if needed to serve the development.

Impacts would be less than significant.

Micro-Scale CO Impact Analysis *(Would the project generate vehicle trips that cause a CO "hot spot"?)*

Micro-scale air quality impacts have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for carbon monoxide (CO). However, the SCAQMD has demonstrated in its CO attainment redesignation request to USEPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher traffic volumes, much worse congestion, and much higher background CO levels than anywhere in the City of Ontario. If the worst-case intersections in the air basin have no "hot spot" potential, any local CO impacts on or near the project site will also be well below CO standards.

A CO screening analysis was performed at major intersections surrounding the project site. One-hour CO concentrations were calculated on the sidewalk adjacent to these intersections and the calculated peak one-hour levels (ppm above background) are provided in Table 4.5-6, *One-Hour CO Concentrations.*

TABLE 4.5-6
ONE-HOUR CO CONCENTRATIONS (PPM)

Intersections	Existing	2010 Without Project	2010 With Project
AM Peak Hour			
Guasti Road at Winery Rd	0.6	1.3	1.7
Villa Lane	0.5	0.8	1.3
Turner Avenue	0.5	0.7	1.1
Parking Structure 1	0.4	0.6	0.9
Biane Lane	0.4	0.5	0.5
Street 5	0.4	0.4	0.7
PM Peak Hour			
Guasti Road at Winery Rd	0.6	1.4	1.4
Villa Lane	0.6	1.0	1.2
Turner Avenue	0.5	0.6	1.1
Parking Structure 1	0.4	0.6	1.0
Biane Lane	0.5	0.5	0.9
Street 5	0.5	0.5	0.9
Source: Giroux and Associates, 2009.			

Based on SCAQMD data, existing peak (2007) one-hour local CO background levels in the project area are at 2.0 ppm. Combining the background levels (2.0 ppm) with the highest

estimated project-generated concentration (1.7 ppm) equates to CO levels of 3.7 ppm, which are far below the one-hour standard of 20 ppm. Worst-case one-hour levels are even lower than the allowable 8-hour exposure of 9 ppm. Thus, micro-scale impacts would be less than significant.

Hazardous Materials and Toxic Emissions *(Would the project generate toxic, hazardous, or odorous air contaminants that may present health risks to the local population? Diesel emissions risk is considered significant if the risk is greater than 10 in one million.)*

Hazardous Emissions

There are 7 structures between Planning Areas 2 and 3 that are not in use. These structures are considered historically significant and would be rehabilitated and reused as on-site amenities (such as recreation rooms, meeting rooms, and/or a museum). Asbestos abatement and lead-based paint removal in these buildings has been completed, except for the Guasti Market building. Rehabilitation of the market building may involve the removal and disposal of asbestos-containing materials (ACMs). As required by SCAQMD, any structure to be demolished or renovated must be surveyed for the possible presence of ACMs to allow for proper removal and disposal of ACMs. This is discussed further in Section 4.13, *Human Health and Hazards,* of this SEIR.

Diesel Exhaust

Toxic air contaminants (TACs) are gases, liquids, or particles that are emitted into the atmosphere and, under certain conditions, may cause adverse health effects, including cancer, acute non-cancer, and chronic non-cancer effects.

Construction equipment exhaust also contains carcinogenic compounds within diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. Public exposure to heavy equipment emissions will be an extremely small fraction of the above dosage assumption. Public exposure will be further minimized by the substantial distance separation between construction activity emissions and off-site sensitive receptors. Diesel equipment is also becoming progressively "cleaner" in response to air quality rules for new off-road equipment. Any public health risk associated with project-related heavy equipment operations exhaust is therefore not quantifiable, but very small.

Emitters of diesel particulate matter (DPM), a known carcinogen, include freeway trucks and diesel-powered trains near the site. Aircraft burn mainly kerosene and incomplete combustion of kerosene produces visible smoke. Such emissions, however, are not an identified toxic air contaminant (TAC). Airport activities use diesel-powered equipment in freight handling. However, airport activity diesel exposure risk assessments have found that risk levels at the project site are very low. Also, most transit buses around the airport and near the site use “clean” natural gas for fuel. Thus, freeway trucks and trains are the only TAC sources near the site.

Long-term exposure to DPM was calculated through a Health Risk Assessment (HRA) prepared in accordance with the guidelines of the California Office of Environmental Health, SCAQMD and CARB. For the HRA analysis, the average DPM emissions for diesel trucks on the freeway and for diesel-powered trains for the next 70 years was assumed to remain the same (no new control programs would be developed and that no alternate fuels would replace diesel from 2010-2080). It was also assumed that 40 to 41 freight trains plus 1 Amtrak trains run along the southern boundary per day, as existing.

The average excess cancer risk level from exposure to air toxics for the SCAB as a whole is approximately 1,200 to 1,400 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributor, with about 84 percent of all risk attributed to DPM. The project site is located in the area that is estimated to have a risk of approximately 1,250 in a million. With a continuing acceleration of DPM controls for both on-and off-road sources, risks have and will continue to decline.

In addition to this area-wide risk, local trains and trucks traveling near the site would increase cancer risks to future residents. The HRA considers both sources for site exposure. Trains on the UPRR tracks are estimated to generate almost the same DPM burden as the freeway truck traffic, as follows:

Tracks: 42 trains x 27.7 gram/mile/train = 1,163.4 gram/mile

Freeway: 12,000 trucks x 0.11 gram/mile/truck = 1,320.0 gram/mile

Because the railroad tracks are much closer to proposed residential uses, they pose a greater health risk. Specifically, cancer risk is calculated by multiplying the inhalation dose by the inhalation cancer potency factor to yield the potential inhalation cancer risk in excess of background levels. The cancer risk is expressed as the increase in risk during a 70-year exposure period. Assuming on-site exposure to DPM for 70 years, 365 days per year, 24 hours per day, the health risk is calculated at 265 in a million (265 persons out of 1,000,000 persons would develop cancer or 1 person has a 0.0265 percent chance of developing cancer due to diesel exposure from train emissions) at the southern property line near the railroad tracks.

At the southern section of the site, the calculated risk is 200 in a million. However, risk levels drop off rapidly with distance, and at a point mid-way between the southern and northern site boundaries, risk levels are at 100 in a million. Farther north, the increased setback from the tracks leads to a risk level of around 90 in a million for the northern half of the site. Figure 4.5-1, *70-Year Cancer Risk*, shows the relative cancer risk on the site due to DPM exposure. Since cancer risk would be greater than SCAQMD's 10 in a million threshold, this is considered a significant adverse impact.

Impact 4.5.3: Future residents of the site would be exposed to diesel exhaust that could pose health risks in the long-term.

This risk can be reduced by the use of highly upgraded ventilation and air purification systems. By creating an indoor air quality (IAQ) environment that is cleaner than outdoor or normal residential environments, the accumulated dose of air pollution to on-site residents will be lower than for residents living thousands of feet away from the tracks. Air filtration is expressed in terms of a "minimum efficiency reporting value", or MERV and application guidelines for MERV ratings are provided in Table 4.5-7, *MERV Ratings*.

TABLE 4.5-7
MERV RATINGS

MERV	Typical Efficiency	Particle Size Cut-Off	Typical Application	Filter Type
1-4	70%	10 μ	Minimum Residential	Disposable Synthetic
5-8	90%	3-10 μ	Better Residential	Pleated & Treated
9-12	96%	1-3 μ	Superior Residential	Bag or Cartridge
13-16	98%	0.3-1 μ	Hospital & Healthcare	Rigid Cell or Cartridge
Source: Health Risk Assessment, 2009				

The use of mechanical ventilation systems equipped with air purification systems that are rated MERV 13 would remove a minimum of 95 percent of DPM. These systems are routinely used in hospitals and elementary schools to protect particularly sensitive receptor populations. Thus, a substantial reduction in DPM exposure can be expected with MERV 13 systems that are used at on-site residential units.

The average California resident spends 30 minutes per day outside their home and 15.5 hours inside and another 8 hours away from home. By providing enhanced filtration that cleans ambient air, the DPM exposure dose for residents in Guasti Plaza can be maintained at substantially less than for other areas in Ontario. Table 4.5-8, *Mitigated Risk*, shows the excess cancer risk per million with the provision of enhanced filtration systems.

TABLE 4.5-8
MITIGATED RISK

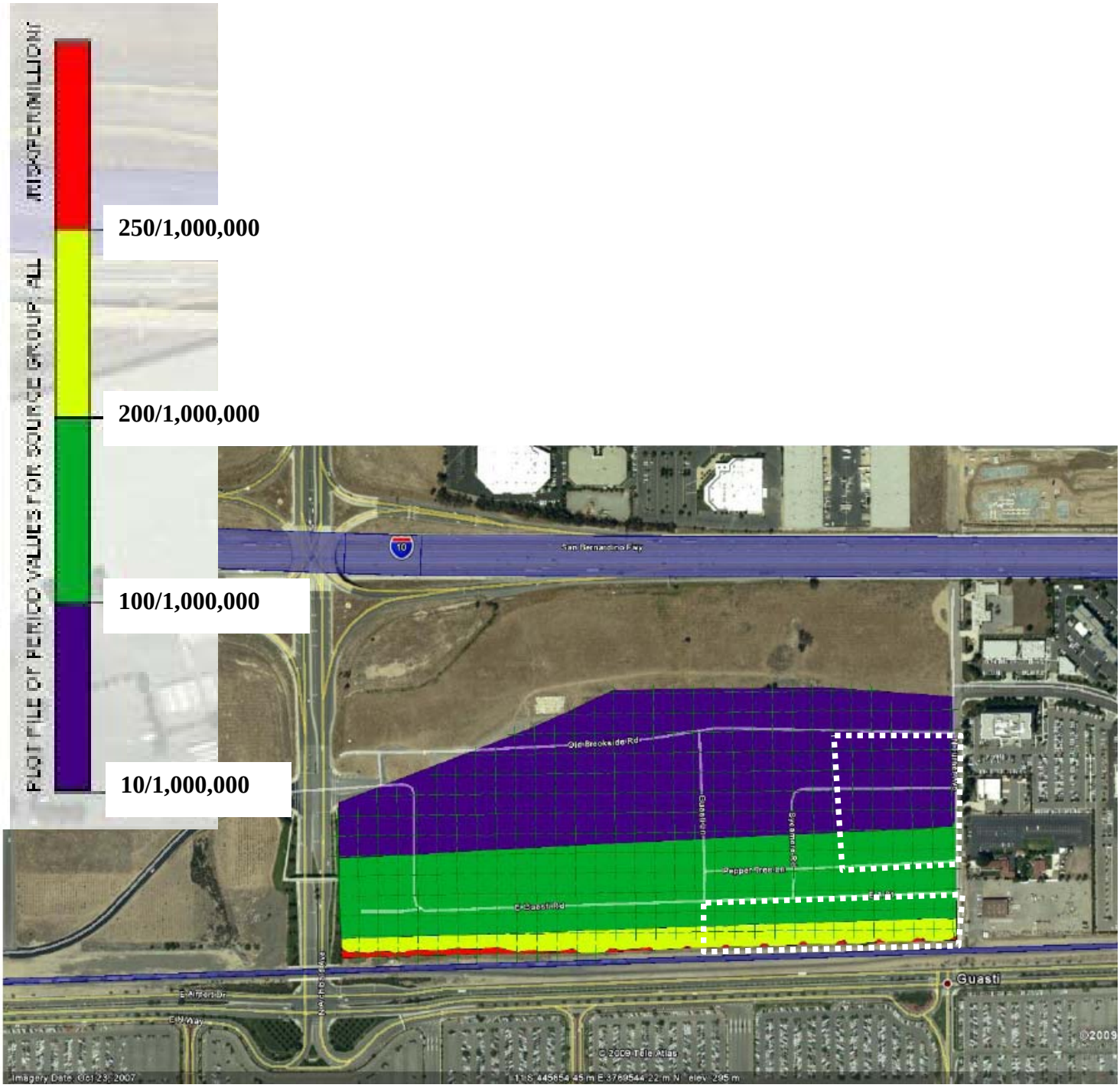
	Guasti Plaza	Other Areas
Background Risk **Local Risk**	1,250 +200	1,250 0
Outdoor Total Risk	1,450	1,250
Normal Indoor (75% reduction)	362	312
Enhanced Indoor (~~80~~95% reduction)	~~72.5~~290	n/a
Average Exposure *	~~115~~292	341
*(0.5 hours outdoors + 15.5 hours indoors)/16 Source: Health Risk Assessment, 2009		

Locating outdoor use areas in the center of the site and a dense tree canopy to serve as biofilters along the southern property line would also reduce health risks from train DPM. Indoor recreation areas would reduce exposure even more. As shown, the use of upgraded air filters on ventilation systems in all residential units would improve indoor air quality and an offset against outdoor air quality exposure would occur. The net lifetime exposure will then be less than that at residences away from major DPM sources not equipped with such upgraded air filtration.

Regional Air Quality Violations *(Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors? Would the project interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation?)*

Short-term construction and long-term operational emissions from future residential uses on the site would generate pollutant emissions that would contribute to cumulative air pollution levels in the air basin. These emissions include ROG, NOx, PM_{10} and $PM_{2.5}$ emissions that would lead to continued violations of ozone and particulate matter standards in the air basin. As discussed above, these impacts are considered significant and adverse, and mitigation is provided below to reduce these impacts.

Sensitive Receptors *(Would the project expose sensitive receptors to substantial pollutant concentrations?)*



Proposed Residential Overlay Zone

Source: Health Risk Assessment, 2009

N

Figure 4.5-1
70-Year Cancer Risk

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Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. They include asthmatics, the elderly, very young children, people already weakened by other disease or illness (i.e., acutely and chronically ill persons, especially those with cardio-respiratory disease), and persons engaged in strenuous work or exercise. These persons are called "sensitive receptors". Residential areas are considered to be sensitive to air pollution exposure because they are occupied for extended periods, and residents may be outdoors when exposure is highest. Schools are similarly considered to be sensitive receptors due to the presence of young children. There are no sensitive receptors immediately adjacent to the project site.

The SCAQMD has recommended but not required that local significance thresholds (LST) be applied to CEQA analyses. However, the City of Ontario does not normally perform LST analyses. A Local Significance Threshold (LST) analysis is generally useful when there are residential uses within 0.25 mile of the construction site. There are no residences that close; thus, no LST analysis is provided.

No sensitive receptors would be present while the project is under construction. However, the proposed Specific Plan Amendment could lead to 500 multi-family dwelling units that would be occupied by a future sensitive receptor population. As discussed above, no CO hot spots would be created by vehicle emissions at nearby street intersections and sensitive receptors would not be adversely affected. Resident exposure to DPM would be mitigated, as discussed above. Residents that would be present on-site while other areas of the site are still under construction would be exposed to construction emissions that would be reduced by mitigation, as provided below. Impacts would be less than significant.

Objectionable Odors *(Would the project create objectionable odors affecting a substantial number of people?)*

Residential activities and residents of future residential development on the site are not expected to include or be involved in agriculture, wastewater treatment, or food processing, nor would the proposed Amendment allow land uses such as chemical plants, composting facilities, refineries, landfills, dairies, fiberglass molding facilities or other uses that generate objectionable odors. No sources of objectionable odors are located near the site and no sources of objectionable odors would be introduced by the proposed Amendment.

During construction, there may be localized instances when the characteristic diesel exhaust odor is noticeable from construction equipment and asphalt paving, but the mobile nature of equipment and the transitory exposure would be a brief nuisance and would not lead to the objectionable odors.

On-site trash bins would be covered and maintained regularly in accordance with standards outlined in the City's Municipal Code, with disposal of on-site solid wastes done at least weekly, as required by the City (Ontario Municipal Code Title 6, Chapter 3). No objectionable odors from on-site trash and that may affect a substantial number of people are expected. Impacts related to objectionable odors would be less than significant.

4.5.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that future development under the Specific Plan would generate short-term and long-term pollutant emissions. The EIR stated that the long-term impacts have been considered in the Ontario General Plan, SCAG Growth Management Plan, and SCAQMD Air Quality Management Plan (AQMP). Thus, the Specific Plan would not conflict with the AQMP. Also, future development under the Specific Plan would generate pollutant emissions associated with demolition, grading, construction, mobile sources, and off-site and on-site stationary sources. The EIR indicated that these pollutant emissions would add to local and regional air pollution levels of ozone and suspended particulates. Mitigation measures were identified to reduce the contribution of future development on the site to local and regional air quality. No potential for objectionable odors from future commercial, office, and hotel uses were expected. Unavoidable adverse impacts on regional air quality were expected.

> *Consistent with the EIR for the Guasti Specific Plan, construction and operational emissions are still expected under the proposed Amendment. While the construction and operational emissions of future development on the site may have been accounted for in the EIR's estimate of long-term air quality impacts, the estimates considered office uses, which could now be replaced with residential uses. Emissions from future residential uses are also expected to be less than those from office uses due to decreases in vehicle trip generation.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to the issuance of any grading permit for each individual Planning Area, the applicant shall submit a comprehensive dust and erosion control plan to the City Building Official, as required by Ordinance No. 2548. This plan also is to conform to the SCAQMD's Rule 403 and other requirements regarding dust control, including but not limited to:
   - Phasing of grading activities to minimize the amount of cleared land at any given time;
   - Regular watering of cleared areas to prevent generation of dust;
   - Use of chemical or other soil stabilizing agents, where feasible;
   - Interim planting or other methods to stabilize soils in areas that must be kept cleared for extended periods of time;
   - Use of improved roads, where feasible, for construction traffic;
   - Adherence to appropriate speed limits within construction areas;
   - Use of sandbags to control and direct runoff;
   - Prompt revegetation after grading and construction is completed;
   - Suspension of grading operations during first and second stage smog alerts or when wind speed exceeds 25 miles per hour;

- Scheduling of construction operations affecting offsite roadways for off-peak traffic hours.

  This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

2. Prior to issuance of any building permit, the applicant shall submit written documentation that the construction equipment to be used on the job has a 90-day, low-NOX tune up, and that idling time will be limited to no more than 10 minutes.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan stated that development and rehabilitation within the Project Area would be consistent with regional growth projections and, thus, would be consistent with the AQMP. The EIR indicated that construction and operational impacts from future development within the Project Area would generate emissions that would add to existing violations of State and Federal clean air standards. Also, emissions would impact sensitive receptors, although micro-scale impacts would be less than significant. Mitigation measures were provided to reduce impacts but long-term impacts would remain significant even after mitigation.

Construction and operational emissions are still expected under the proposed Amendment, as discussed in the EIR for the Guasti Redevelopment Plan. Similarly, no micro-scale impacts or objectionable odors are expected. However, there are no sensitive receptors near the site. Air quality impacts would also be significant due to continuing violations of ambient air quality standards for ozone and particulate matter.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan:

1. <u>Construction Activity</u>
   Although construction activity impacts are considered less than significant, construction in close proximity to sensitive receptors may have some potential for creating a temporary nuisance. Recommended construction activity mitigation includes:
   - Limit the simultaneous disturbance area to 5 acres or use enhanced dust control for any large single project
   - Terminate soil disturbance when winds exceed 25 mph
   - Stabilize disturbed areas if construction is delayed

   This mitigation remains applicable to future residential development under the proposed Amendment.

2. <u>Construction Activity</u>
   Implementation of the following mitigation measures would ensure that the impacts from construction activity would remain less than significant.
   - Require 90-day low-NOX tune-ups for off-road equipment
   - Limit allowable idling to 10 minutes for trucks and heavy equipment

This mitigation is similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment.

3. Construction Activity
   - Encourage carpooling for construction workers
   - Limit lane closures to off-peak travel periods
   - Park construction vehicles off traveled roadways
   - Wet down or cover dirt hauled off-site
   - Wash or sweep access points daily
   - Encourage receipt of materials during non-peak traffic hours
   - Sandbag construction sites for erosion control

   This mitigation includes dust control measures outlined in the Specific Plan EIR and remains applicable to future residential development under the proposed Amendment.

4. Construction Impact 3.3-4
   - Conduct pre-construction assessments for asbestos, lead-based paint or other hazards prior to demolition
   - Perform remediation consistent with air hazards criteria in SCAQMD rules and regulations, including Regulation 14.

   This mitigation has been implemented as part of demolition and land clearing activities at the site, as discussed in Section 4.13, Human Health and Hazards, but remains applicable to the Guasti Market building.

5. Operational Activity

   Project-related air quality impacts were shown to exceed SCAQMD thresholds by a large margin. Emissions reductions from newer cars will slightly offset any growth increment but not sufficiently to maintain a less-than-significant level of "new" emissions. Most likely, the same level of emissions would result for the no-project alternative as for the project. Mobile source emissions are, however, the largest impediment to the ultimate attainment of all clean are standards. Mitigation in the form of alternatives to the single occupant automobile (SOV), therefore, should be considered where possible. Transportation control measures (TCMs) should be included in the proposed redevelopment plan. Recommended TCMs include the following:
   - Promote ride-sharing, park and ride facilities, and public transportation.
   - Participate in the preparation of sub-regional, regional, or county-wide congestion management and growth management plans.
   - Utilize land use and zoning practices, including the siting of development projects, to minimize air quality impacts and protect "sensitive receptors."
   - Cooperate with local, regional, state and federal agencies to reduce vehicles miles traveled (VMT) and consequent emissions through job creation.
   - Reduce emissions from local government fleet vehicles by equipping fleet vehicles with enhanced emissions controls and by purchasing new fleet vehicles which use electricity, methanol, compressed natural gas, or other clean alternative fuels.

   This mitigation is not specifically applicable to future residential development under the proposed Specific Plan Amendment, as it applies to actions by the Redevelopment Agency and the City.

4.5.5 Standard Conditions and Mitigation Measures

Standard Conditions

Future residential development on the project site would generate pollutant emissions. The implementation of the following standard conditions would reduce air quality impacts:

Standard Condition 4.5.1: Future residential development shall comply with SCAQMD Rule 403 regarding fugitive dust control measures to be implemented during construction activities.

Standard Condition 4.5.2: Future residential development shall comply with City's Trip Reduction Ordinance requirements, through the provision of bike racks, sidewalks from public streets to each building; a passenger loading area; and transit facilities, such as bus shelters, bus pullouts, and bus pads.

Standard Condition 4.5.3: Future residential development shall implement energy conservation measures, as required under Title 24, Part 6, of the California Code of Regulations (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Building Code.

Standard Condition 4.5.4: Future residential development shall comply with SCAQMD Rule 1403, as part of the rehabilitation of the Guasti Market and potential asbestos removal.

Standard Condition 4.5.5: Future residential development shall comply with pertinent SCAQMD rules and regulations for equipment used at the site.

Mitigation Measures

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following mitigation measures shall be implemented as part of future residential development under the proposed Amendment:

Mitigation Measure 4.5.1a: The applicant shall submit a comprehensive dust and erosion control plan to the City Building Official, as required by Ordinance No. 2548. This plan shall conform to SCAQMD Rule 403 and include the following Best Available Control Measures (BACMs) that shall be implemented during construction:

- *Apply water every 4 hours to the area within 100 feet of a structure being demolished, to reduce vehicle trackout.*
- *Use a gravel apron, 25 feet long by road width, to reduce mud/dirt trackout from unpaved truck exit routes.*
- *Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of demolition.*
- *Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.*
- *Prohibit demolition activities when wind speeds exceed 25 mph.*
- *Apply water every 3 hours to disturbed areas within a construction site.*

- *Require minimum soil moisture of 12% for earthmoving by use of a moveable sprinkler system or a water truck. Moisture content can be verified by lab sample or moisture probe.*
- *Limit on-site vehicle speeds (on unpaved roads) to 15 mph by radar enforcement.*
- *Replace ground cover in disturbed areas as quickly as possible.*
- *All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.*

- ~~*Phasing of grading activities to minimize the amount of cleared land to 5 acres at any given time;*~~
- ~~*Apply soil stabilizers to inactive areas.*~~
- ~~*Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.*~~
- ~~*Stabilize previously disturbed areas if subsequent construction is delayed.*~~
- ~~*Water exposed surfaces and haul roads 3 times each day.*~~
- ~~*Cover all stock piles with tarps.*~~
- ~~*Sandbag construction sites for erosion control and to direct runoff*~~
- ~~*Replace ground cover in disturbed areas as soon as feasible.*~~
- ~~*Use of improved roads, where feasible, for construction traffic. Otherwise, reduce speeds on unpaved roads to less than 15 mph.*~~
- ~~*Wet down or cover dirt hauled off- site*~~
- ~~*Wash or sweep access points daily*~~

Mitigation Measure 4.5.1b: The following measures shall be implemented to reduce exhaust emissions during construction:

- *Prior to issuance of any building permit, submit written documentation that the construction equipment to be used on the job has a 90-day, low-NOX tune up and provide continuous 90-day low-NOx tune-ups for off-road equipment.*
- *Limit allowable idling to 5 minutes for trucks and heavy equipment.*
- *Utilize equipment whose engines are equipped with diesel oxidation catalysts if available.*
- *Utilize diesel particulate filter on heavy equipment where feasible.*
- *Schedule construction operations affecting off-site roadways for off-peak traffic hours*
- *Encourage carpooling for construction workers*
- *Limit lane closures to off-peak travel periods*
- *Park construction vehicles off traveled roadways*
- *Encourage receipt of materials during non-peak traffic hours*

Mitigation Measure 4.5.1c: During construction, the contractors shall use low VOC coatings and high pressure-low volume sprayers for painting and coatings.

Mitigation Measure 4.5.2: Measures that reduce trip generation or trip lengths and that promote energy conservation would reduce long-term emissions and shall be implemented by future development. These include:

- *Bus turnouts and bus shelters on Archibald Avenue (as discussed in Section 4.4)*

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- *Provision of complete pedestrian pathways between the site and adjacent commercial uses*
- *Promote the use of bus transit through the provision of bus route schedules at lobbies*
- *Provision of bike racks (as required by the City's Trip Reduction Ordinance)*
- *Construction methods and use of energy efficient appliances that exceed Title 24 requirements (as discussed in Section 4.15)*

Mitigation Measure 4.5.3a: Future residential development shall be designed to locate common recreation areas with the greatest distance setback from the railroad tracks. Alternatively, common recreation areas shall be provided indoors.

Mitigation Measure 4.5.3b: All residential living areas shall be equipped with air filtration systems operating under positive pressure rated at MERV 13 or higher. Replacement filters shall be made available through the apartment management (or the property owners association for condominiums).

Mitigation Measure 4.5.3c: A dense tree canopy shall be established along the southern site boundary to act as a living biofilter for particulate air pollution.

4.5.6 Unavoidable Significant Adverse Impacts

Increases in pollutant emissions associated with the future residential development under the proposed Specific Plan Amendment are expected to result in significant adverse impacts on air quality.

Construction activity emissions will be below SCAQMD thresholds. Long-term traffic and area source emissions from residential uses would also not exceed SCAQMD thresholds and no micro-scale "hot spot' would be created by future residential development under the proposed Amendment.

However, the proposed residential development was not accounted in the development of regional projections for the City that was utilized in the development of the AQMP. Also, due to the non-attainment status of the air basin for particulate matter and ozone, pollutant emissions from the site could extend the attainment of air quality standards promoted by the AQMP.

ROG, NOx, PM_{10} and $PM_{2.5}$ emissions from construction activity and occupancy of the proposed residential development would contribute to existing violations of ozone, PM_{10} and $PM_{2.5}$ standards and would be inconsistent with the AQMP. Mitigation would reduce emissions but not to less than significant levels, as existing violations would remain. Thus, inconsistency with the AQMP would be unavoidable.

Diesel exhaust from trains and freeway trucks would lead to cancer risks above SCAQMD thresholds. However, use of enhanced filtration systems and other mitigation would reduce residential exposure to less than significant levels.

Implementation of the standard conditions and recommended mitigation measures would reduce air quality impacts from future residential development under the proposed Specific Plan Amendment. These standard conditions and mitigation measures would bring projected emissions below SCAQMD thresholds. However, impacts related to inconsistency with the

AQMP projections and contributions to existing air quality violations would remain significant and unavoidable.

Section 4.6: Noise

A Noise Impact Analysis (NIA), dated December 2009, was prepared by Giroux and Associates to characterize the noise environment in the project area and to determine the potential noise impacts on future residential development under the Specific Plan Amendment. The findings of the analysis are summarized below, and the complete Noise Impact Analysis is provided in Appendix G of this SEIR.

4.6.1 Environmental Setting

Sound is a form of mechanical energy that travels as pressure waves in a compressible medium, such as air. Sound is defined by the rate of oscillation of sound waves; the distance between successive troughs or crests of the waves; the speed of propagation; and the pressure level or energy content of a sound wave. In particular, the sound pressure level is the most common descriptor used to characterize the loudness of sound. Noise is generally defined as unwanted sound or sound at relatively high levels. Representative noise sources and sound levels are shown in Figure 4.6-1, *Acoustical Scale.*

The unit of sound pressure level is expressed as a ratio to the lowest sound level detectable by a person with good hearing and is called a decibel (dB). Because sound can vary in intensity by over one million times within the range of human hearing, decibels are based on a logarithmic progression, used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dBA.

Time variations in noise exposure are normally expressed in terms of a steady-state energy level equal to the energy content of the time period (called Equivalent Continuous Noise Level or Leq), or, alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise measurement to derive the Community Noise Equivalent Level (CNEL). CNEL also differs from Leq in that it applies a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when quiet time and sleep disturbance are of particular concern). Noise occurring during the daytime period (7:00 AM to 7:00 PM) receives no penalty. Noise produced during the evening time period (7:00 PM to 10:00 PM) is penalized by 5 dBA, while nighttime noise (10:00 PM to 7:00 AM) is penalized by 10 dBA.

Most community development noise standards use the CNEL scale. Because the CNEL averages noise over a 24-hour period, the noise impact from a single event noise source, such as an aircraft overflight or a moving train, are balanced by times with no noise activity. For example, noise produced during an aircraft overflight will increase from relatively quiet background levels before the overflight to a maximum level when the aircraft passes overhead, then returning down to background levels as the aircraft leaves the vicinity. Although noise during a single event noise episode may be high, duration is typically short and the average CNEL is still low depending on the frequency, duration and time of day of high noise episodes.

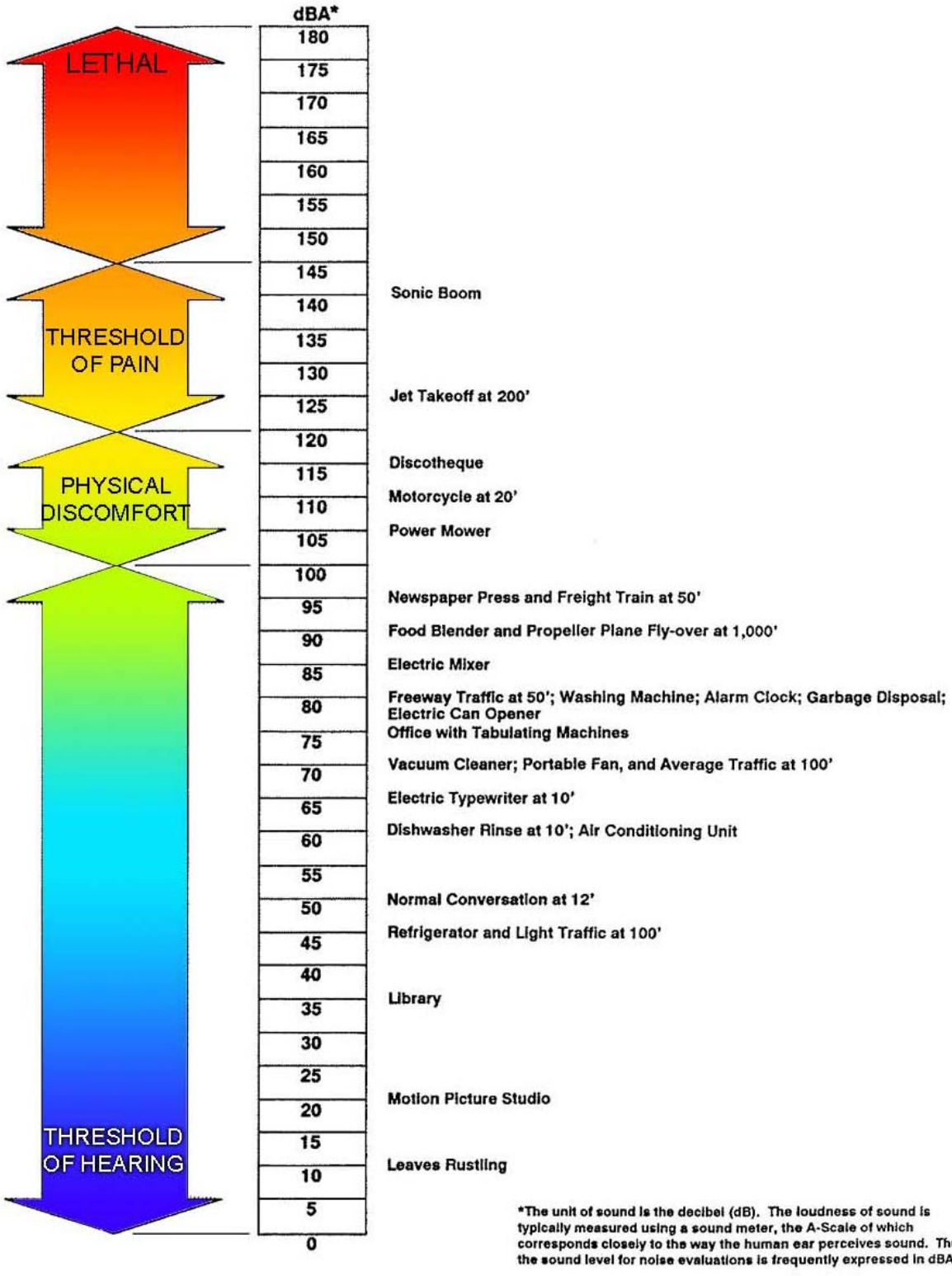

Figure 4.6-1
Acoustical Scale

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CNEL-based standards are also used to make land use decisions based on the suitability of a project site for its intended use because the CNEL applies to noise sources not amenable to local control such as on-road traffic, aircraft, trains, etc.

Noise Criteria

Because cities cannot regulate the noise created by mobile sources, they control the types of land use or levels of mitigation required by the receiving property. TOP does not specifically regulate the noise transmission from mobile sources to a land use, but rather identifies the acceptable levels of noise at a land use type from noise sources that are exempted from local control (e.g., on-road and freeway traffic, Ontario Airport, and railroads).

The City of Ontario has adopted noise/land use compatibility guidelines in its General Plan, which identifies acceptable community noise levels based on the CNEL scale. The guidelines rank noise/land use compatibility in terms of varying degrees of acceptability of noise levels for various land use types. The City's noise compatibility matrix is shown in Table 4.6-1, *Land Use Compatibility Guidelines for Noise*.

TABLE 4.6-1
LAND USE COMPATIBILITY GUIDELINES FOR NOISE

Land Use Category		Community Noise Exposure CNEL, dB			
		Clearly Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential/ Lodging	Single Family/Duplex	50-60	60-65	65-70	Above 70
	Multi-Family	50-60	60-65	65-75	Above 75
	Mobile Homes	50-60	60-65	--	Above 65
	Hotels/Motels	50-65	65-70	70-80	Above 80
Public/ Institutional	Schools/Hospitals	50-60	60-65	65-70	Above 70
	Churches/Libraries	50-60	60-65	65-70	Above 70
	Auditoriums/Concert Halls	50-55	55-60	60-70	Above 70
Commercial	Offices	50-65	65-75	75-80	Above 80
	Retail	50-70	70-75	75-80	Above 80
Industrial	Manufacturing	50-70	70-75	75-85	-
	Warehousing	50-70	70-80	Above 80	-
Recreational / Open Space	Parks/ Playgrounds	50-65	65-70	70-75	Above 75
	Golf Courses, Riding Stables	50-65	65-70	70-75	Above 75
	Outdoor Spectator Sports	50-60	60-65	65-75	Above 75
	Outdoor Music Shells/Amphitheaters	--	50-60	60-65	Above 65
	Livestock/Wildlife Preserves	50-70	--	70-75	Above 75
	Crop Agriculture	Above 50	--	--	--

Clearly Acceptable: No special noise insulation required, assuming buildings of normal conventional construction.
Normally Acceptable: Acoustical reports will be required for major new residential construction. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable: New construction should be discouraged. Noise/avigation easements required for all new construction. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included.
Clearly Unacceptable: No new construction should be permitted.

Source: TOP

Multi-family residential uses are considered "clearly acceptable" in areas with ambient noise environments of 60 dBA CNEL or less. The "normally acceptable" exterior noise level is 65 dBA CNEL and noise levels up to 75 dB CNEL are considered "normally unacceptable" for multi-family residential uses. Land uses that are proposed in "normally unacceptable" zones must demonstrate that adequate noise insulation features are incorporated into project design so as not to interfere with meeting the interior noise standards, through a detailed analysis of the noise reduction and insulation requirements. Commercial, retail or office uses are considered normally acceptable at ambient levels that are +10 dB higher than those for multi-family residential uses.

Chapter 29 of Title 5 of the Ontario Municipal Code regulates noise levels in the City. Exterior noise standards are provided in Table 4.6-2, *Exterior Noise Standards*.

TABLE 4.6-2
EXTERIOR NOISE STANDARDS

		Allowable Exterior Noise Levels	
Noise Zone	**Type of Land Use**	**7 a.m. to 10 p.m.**	**10 p.m. to 7 a.m.**
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA
Source: Ontario Municipal Code			

Because the project area is proposed for a mix of land uses, unacceptable noise levels at the residential portion of the site emanating from the adjacent commercial portion of the site could arise. According to the City's Noise Ordinance, "where 2 or more dissimilar land uses occur on a single property, the more restrictive noise standard shall apply" (Section 9-1.3305 of the Ontario Municipal Code). In recognition of the lesser noise sensitivity for residential uses located within a mixed use development, the noise ordinance standard for such uses is substantially relaxed. Noise levels of up to 70 dB average and 90 dB maximum are allowed within a mixed use development. However, where residences share a property line with commercial development, the more stringent exterior noise standard for commercial use (65 to 60 dB) applies.

The Ontario Municipal Code also regulates interior levels, with noise standard provided in Table 4.6-3, *Interior Noise Standards*.

TABLE 4.6-3
INTERIOR NOISE STANDARDS

		Allowable Interior Noise Levels	
Noise Zone	**Type of Land Use**	**7 a.m. to 10 p.m.**	**10 p.m. to 7 a.m.**
I	Single-Family Residential	45 dBA	40 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	40 dBA
IV	Residential Portion of Mixed Use	45 dBA	40 dBA
Source: Ontario Municipal Code			

Construction activities are exempt from noise regulations if they occur between the hours of 7:00 AM and 6:00 PM on weekdays and between 9:00 AM and 6:00 PM on Saturdays or Sundays.

Article 33, Environmental Performance Standards, in Title 9 of the City's Development Code states that no vibration should be detectable beyond the property line of the site, from which the vibration is emanating. Within Industrial Districts, vibration shall not exceed standards provided in Table 4.6-4, *Maximum Vibration in Industrial Districts.*

TABLE 4.6-4
MAXIMUM VIBRATION IN INDUSTRIAL DISTRICTS

Frequency (Cycles Per Second)	Vibration Displacement (inches)	
	Steady State	Impact
Under 10	.0055	.0010
10-19	.0044	.0008
20-29	.0033	.0006
30-39	.0002	.0004
40+	.0001	.0002
Source: Ontario Development Code		

Existing Noise Levels

The noise environment in the project area is defined by vehicular noise on the I-10 Freeway, train noise from the UPRR tracks, and aircraft noise from the Ontario International Airport. The project site is largely undeveloped and noise sources are limited to vehicle trips to and from the US Post Office.

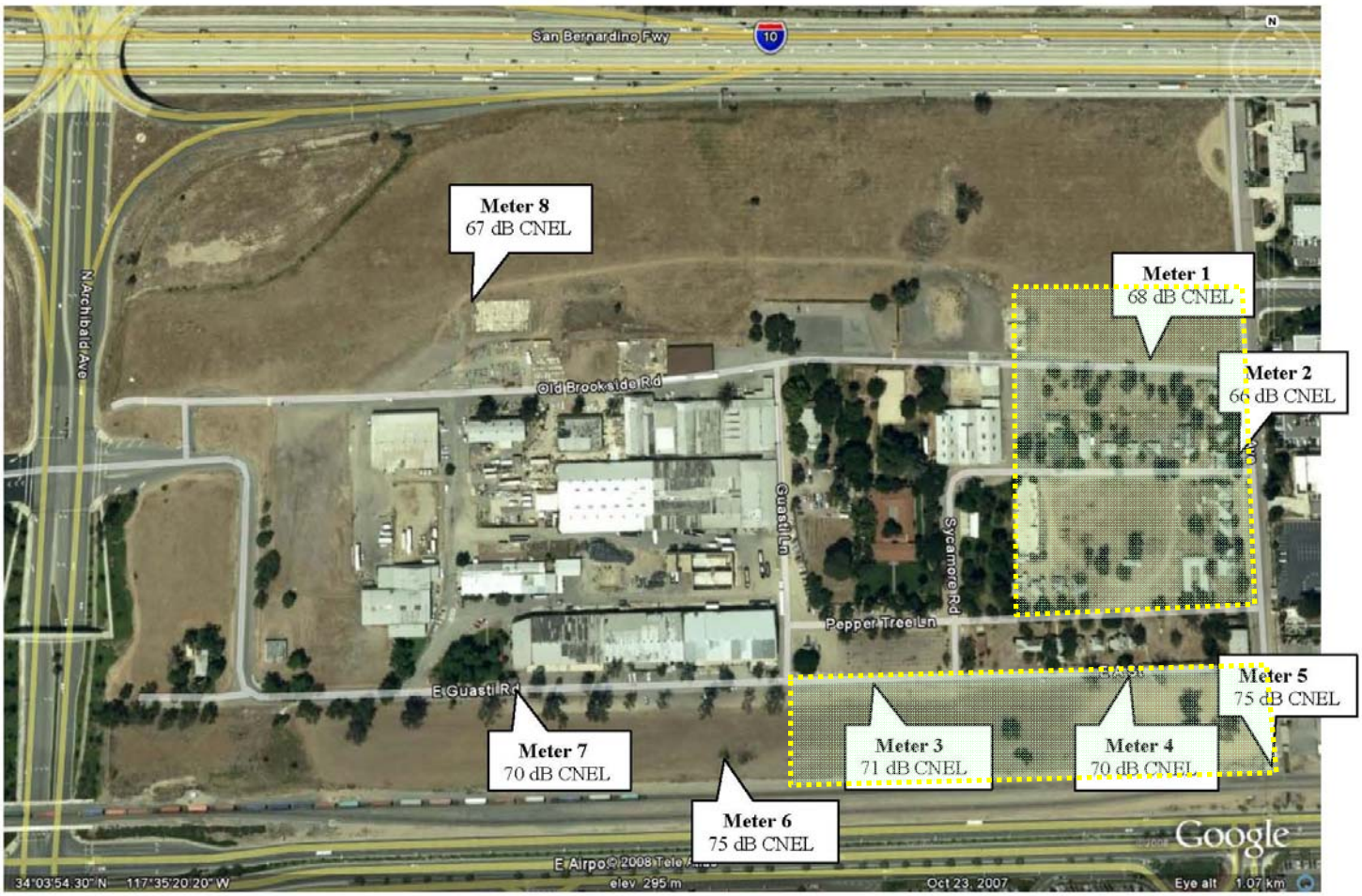
Noise measurements at 8 locations were made in order to document existing noise levels in the area. Figure 4.6-2, *Noise Meter Locations*, shows the CNEL readings at various locations on and near the site. Three meters recorded noise levels along the northern site perimeter, near the I-10 Freeway. Recorded measurements show CNELs ranging from 66 to 68 dB CNEL. Freeway traffic noise, as well as noise from other nearby sources, remained fairly constant throughout the 24-hour monitoring period.

Three meters recorded noise levels south of Old Guasti Road. The readings at these meters indicate CNELs in the 70 to 71 dB CNEL range. Two meters near the UPRR tracks recorded noise levels of approximately 75 dB CNEL. This noise level represents the worst case noise exposure for the Guasti Plaza development.

Line source noise sources, such as moving trains, attenuate at a spreading loss of 3 dB per doubling of the distance between the source and the receiver. Two noise meters were located approximately 75 feet from the railroad track centerline, while 3 meters were approximately 250 feet from the railroad track centerline. While at least 5-dB CNEL of noise attenuation due to distance from the railway is expected at Old Guasti Road, the readings do not reflect this. Other noise sources, such as airplane overflight and residual noise from freeway traffic, may be influencing the noise readings.

Noise form Railroad Operations

Currently, the Union Pacific Railroad Company (UPRR) operates 42 freight trains on average and one passenger train a day at a maximum speed of 70 mph along the railroad tracks that pass immediately south of the project site. The passenger train is the Amtrak Sunset Limited route that runs twice each day for 3 days a week. These trains generate occasional noise at the site. Metrolink trains operate on a track south of the Ontario International Airport along Mission Boulevard and do not present noise impacts to the site.



Proposed Residential Overlay Zone

Source: Noise Impact Analysis, 2009

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Figure 4.6-2
Noise Meter Locations

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Measured noise levels at a distance of 75 feet from the railroad track centerline is 75 dB CNEL. Farther from the tracks, along Old Guasti Road, noise levels are around 70 to 71 dB CNEL.

Airport Noise
Noise from aircraft operations at the Ontario International Airport is another noise source for the Guasti Plaza site. The Airport Impact Area prepared for Ontario International Airport by the Los Angeles World Airports shows that the project site is outside the 70-dB noise contour but the southern section of the site is within the 65-dB noise contour (see Figure 4.6-3, *Existing Airport Noise Contours*). Projected 2030 noise contours for the airport show that aircraft noise levels would increase, with the 70-dB noise contour along the UPRR tracks and Airport Drive and the 65-dB noise contour located just north of New Guasti Road.

Section 9-1.2980, Airport Safety Zones, of the City's Development Code states:

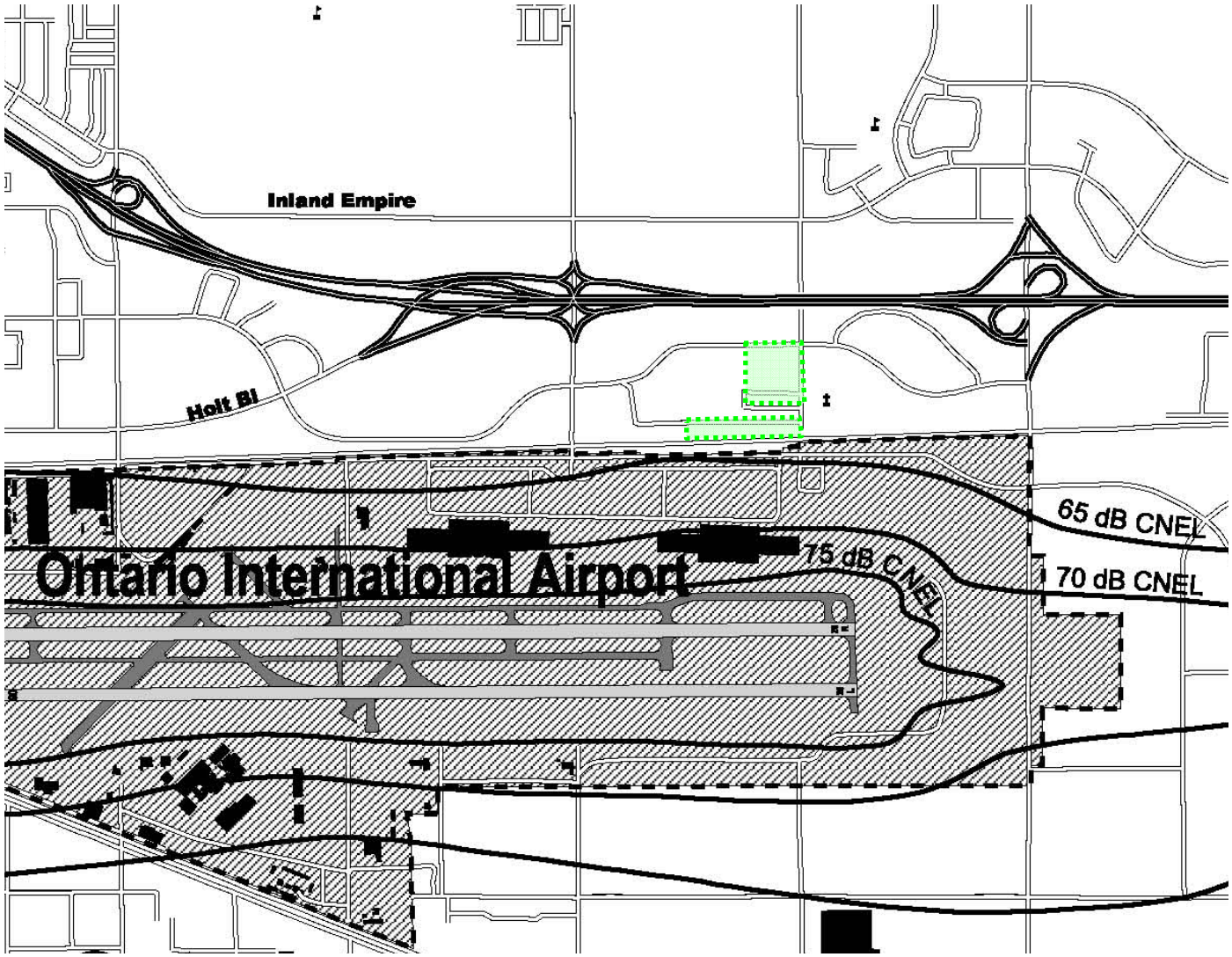
> *(h) Any building located within the Airport Approach Safety Zone which is intended for human occupancy, shall be acoustically designed by a qualified acoustic engineer to mitigate internal noise below 55 Community Noise Equivalent Level (CNEL). This requirement shall be a condition for the Development Advisory Board.*

I-10 Freeway Noise
The site is located approximately 500 feet from the I-10 Freeway centerline to the north and noise at the northern boundary of the site was measured at 66 to 68 dB CNEL, which would include freeway, airport, and railroad noise. If traffic volumes on the I-10 Freeway were to double, because of the logarithmic nature of noise, future noise levels would only be +3 dB CNEL higher. This assumes that traffic speeds remain the same. But in reality, if traffic volumes were to double, then freeway congestion would cause lower speeds, which would lower traffic noise levels.

4.6.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on noise, if its implementation results in any of the following:

- Causes exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Causes exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels;
- Causes a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or,
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.



Proposed Residential Overlay Zone

Source: LAWA 2010

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Figure 4.6-3
Existing Airport Noise Contours
Guasti Plaza Specific Plan Amendment
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The term "substantial increase" is not defined by any responsible agency. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a +3 dB difference. Thus, a threshold of 3 dB is commonly used to define "substantial increase" and will be used in the analysis below.

4.6.3 Environmental Impacts

Two characteristic noise sources are typically identified with land use redevelopment, such as that proposed for the project site. Construction activities, especially heavy equipment, will create short-term noise increases near the project site. Since there are no nearby noise-sensitive receptors, such as existing residential uses, this is not anticipated to be of concern. Upon completion, residential or commercial traffic may cause an incremental increase in area-wide noise levels throughout the project area. Future residential development under the proposed Amendment will cause a small increase in noise from area wide traffic, but the increase is small relative to the overall cumulative traffic noise. For the proposal, it is the noise from the surrounding community which is of concern.

Violation of Noise Standards *(Would the project cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?)*

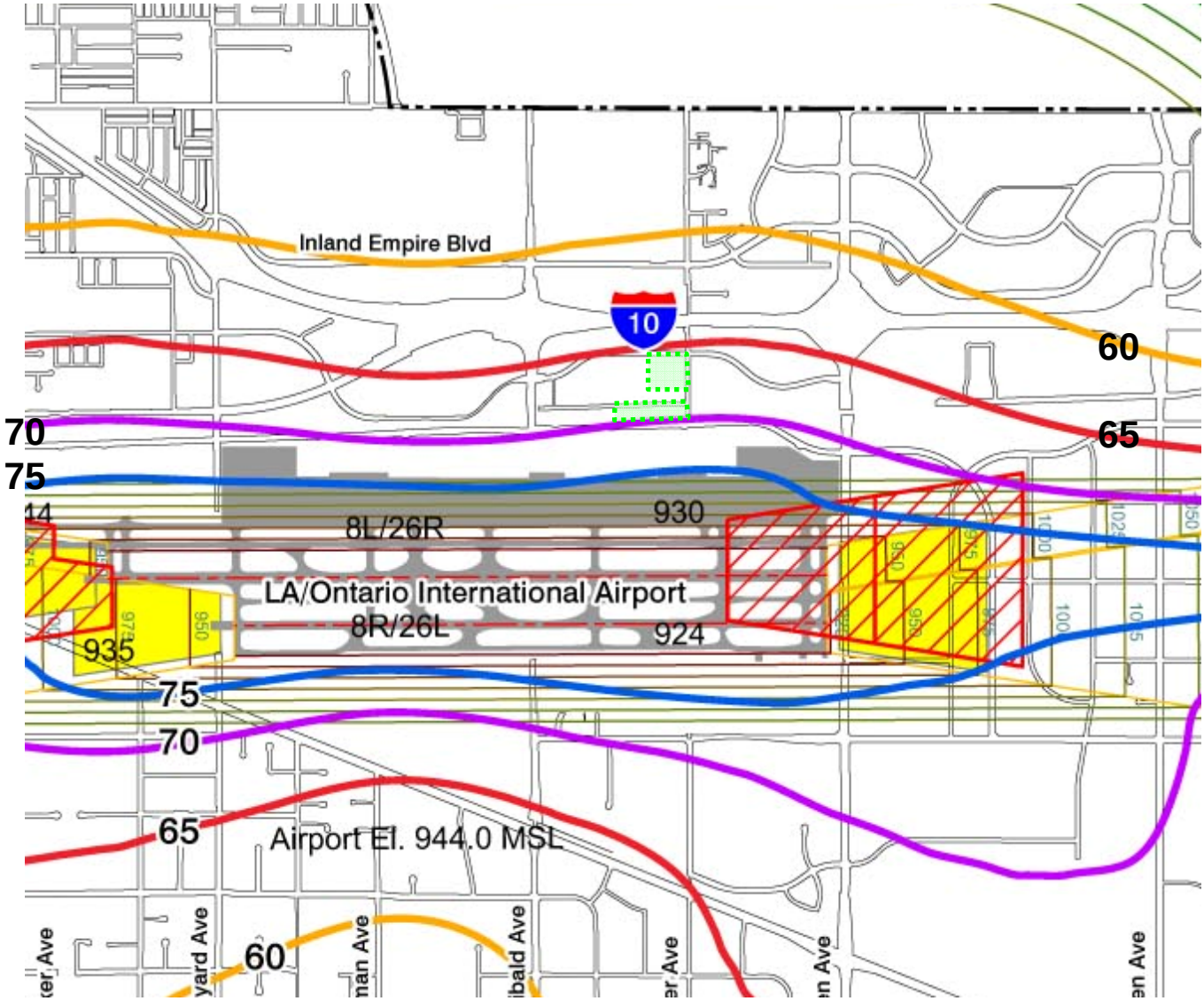
Because of the unique nature of mixed land uses, the City's Noise Ordinance contains a lower noise protection standard for residential uses in mixed use developments, than for purely residential development. The City's noise standard is 70 dB (15-minute average) during all hours for the residential portion of mixed use projects. Interior noise standards are 45 dBA from 7 AM to 10 PM and 40 dBA from 10 PM to 7 AM. Commercial land uses are actually afforded a greater level of noise intrusion protection. At the southwestern corner where future residences may share a property line with commercial development, the more stringent exterior noise standard for commercial use (65 to 60 dB) would paradoxically apply.

Aircraft Noise

As discussed earlier, the project site may be within the 65 dB CNEL noise contour for the Ontario International Airport by the year 2030 (see Figure 4.6-4, *2030 Airport Noise Contours*). Noise levels at the site from aircraft operations are currently less than 65 dB CNEL but would increase to 65 dB CNEL at the northern boundary and 70 dB CNEL at the southern boundary by 2030. Aircraft noise would exceed the Development Code standard of 60 to 65 dB. With standard construction, interior noise standards may also be exceeded. This is considered a significant adverse impact to future residential development on the site.

Impact 4.6.1: Future residential development would be exposed to aircraft noise exceeding the City's exterior and interior noise standards.

Aircraft noise propagates downward and cannot be reduced as effectively for exterior areas. Thus, indoor recreational areas are recommended for future residential uses.



Proposed Residential Overlay Zone

60 **dB CNEL noise contour**

Source: City of Ontario, 2010

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Figure 4.6-4
2030 Airport Noise Contours
Guasti Plaza Specific Plan Amendment
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Site and building design features would also need to ensure that interior noise levels in residential uses are within the City's 40 to 45 dB CNEL standard. The emphasis in any elevated airport noise environment is to adequately insulate structural interiors, even if the exterior levels exceed planning standards. When building plans are developed, a supplemental acoustical report verifying compliance with the City's interior noise standard should be prepared at the building permit stage, based on the selected structural features that provide noise control.

Noise control features may include insulation of outer walls and windows (i.e., concrete or brick exterior walls; upgraded drywall, doors, and roofs; dual-pane windows; tightly closed or sealed windows and doors; mechanical ventilation system or air conditioning system; air vents and inlets located away from the noisy facade or equipped with silencers; and openings or vents not facing noise sources).

Train Noise

Train noise levels at the site are estimated at 75 dB CNEL approximately 75 feet from the railroad track centerline. Thus, future residential development along the railroad tracks would be exposed to noise levels exceeding City's General Plan and Development Code noise standards. Normal exterior to interior noise attenuation with standard commercial construction ranges from -20 to -25 dB CNEL. Therefore, commercial/office uses could have interior noise levels of 40 to 45 dB CNEL, which is below the City's interior noise standard for commercial uses of 55 dB CNEL. Since office commercial activities are mainly conducted indoors, future commercial uses would be less sensitive to train noise. However, proposed residential uses would experience a significant adverse impact from train noise, exceeding the City's exterior noise standard of 65 dB CNEL and interior noise standard of 45 dB CNEL.

Impact 4.6.2: Future residential development along the southern section of the site would be exposed to train noise levels exceeding the City's exterior and interior noise standards.

Noise from freeways or trains travels horizontally and can be reduced by barriers, such as solid walls, berms, buildings or other structures, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking the line of sight between the source and receiver, and is improved with increases in distance that the sound must travel to pass over the barrier as compared to a straight line from source to receiver.

Barrier effectiveness generally depends on the relative heights of the source, receiver, and barrier. Barriers are most effective when placed close to either the receiver or the source. For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. Earth, in the form of berms or the face of a depressed area, is an effective barrier material, as well as walls that have densities of 4 pounds per square foot or more.

Barriers to train noise may be provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall will provide up to 3 dBA additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Thus, berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

For the site, carports or garages can also be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area, and could provide some noise mitigation for

exterior recreational uses adjacent to the railroad tracks. However, the wall must break the line-of-sight from the source to the receiver.

Preliminary conceptual plans for the site show 3 and 4-story residential buildings along the railroad track frontage. The buildings are approximately 87 feet from the track centerline. The plans show an 8-foot landscape buffer between the edge of the railroad right-of-way and the project site. Without any shielding, exterior noise exposure at balconies or patios facing the train tracks could be as high as 75 dB CNEL. Insertion of a noise wall or carport wall just past the 8-foot landscape buffer would reduce noise beyond the wall. However, a 15-foot high wall along the southern site boundary may not attenuate noise for 3rd and 4th story patios or balconies in units at the upper levels with a direct line-of-sight to the tracks. Thus, if adjacent residential buildings are as high as 4 stories, the wall would need to be capable of blocking noise up to 35 feet from ground level. A noise model was used to calculate effective wall height necessary to reduce exterior noise at 4th story balconies to below 65 dB CNEL. A wall height of 26 feet would be needed to block the line-of-sight from the train tracks to 4th story balconies and reduce 75 dB CNEL of railway noise to 67 dB CNEL, and a wall height of 28 feet would be needed to reduce noise at 4th story balconies facing the train tracks to 65 dB CNEL. If a 28-foot wall is not provided, patios and balconies and other exterior recreational areas would have to be located away from the southern facades of residential buildings located along the southern section of the site.

Buildings can be used to shield other structures or areas, to remove them from noise impacted areas. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise.

Also, placement of outdoor recreational activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. However, because overhead aircraft noise at the site could be 65 to 70 dB CNEL, a central courtyard would not be shielded from high noise levels.

Patios or balconies could be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield sensitive uses. Again, this measure could assist in mitigating noise from roadways and trains, but not aircraft. It is unlikely that exterior recreational noise levels will be below 65 dB CNEL, even if recreational uses are sited in the interior of the complex.

Trees and other vegetation can also provide noise attenuation. However, approximately 100 feet of dense foliage (so that as no visual path extends through the foliage) is required to achieve a 5-dBA attenuation of noise. Thus, the use of vegetation as a noise barrier would not be considered a practical method of noise control for the site.

Site and building design features to ensure that interior noise levels for residential uses are within the City's 40 to 45 dB CNEL standard would also be needed to attenuate train noise.

Traffic Noise

Freeway noise was monitored at 66 to 68 dB along the northern property line. The development of planned commercial and office buildings to the north of the site would serve as barriers to freeway noise. However, increases in traffic volumes along New Guasti Road would increase noise levels in the project area to 72 dB CNEL at 50 feet from the roadway centerline in the future. At 100 feet from the roadway centerline, future traffic noise impacts are reduced by -3

dB, or would be 69 dB CNEL. Therefore, depending on building placement, traffic noise levels of up to 72 dB CNEL are possible along the northern site boundary. Noise levels along other area roadways will be much less, and in the low to mid-60 dB CNEL range. This exterior noise level is acceptable for commercial uses. However, traffic noise along the northern boundary of the site would expose potential on-site residents to noise levels exceeding the City's noise standards. This is a significant adverse impact.

Impact 4.6.3: Future residential development along the northern site boundary would be exposed to traffic noise levels exceeding the City's exterior and interior noise standards.

Barriers discussed above could reduce noise levels at exterior areas. Also, because of rail and aircraft noise sources near the site, residential dwellings will need to be designed to accommodate noise levels up to 75 dB CNEL. Thus, on-site roadway noise exposure could be mitigated by the same design features used to reduce interior noise levels from adjacent trains and aircraft operations to meet City standards.

Site and building design features to ensure that interior noise levels for residential uses are within the City's 40 to 45 dB CNEL standard would also be needed to attenuate traffic noise.

Groundbourne Noise and Vibration *(Would the project cause exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?)*

Vibration refers to energy transmitted in waves through the ground, as measured in meters per second squared (m/s^2), a unit of acceleration. Soils have varying transmission properties and vibration would depend on soil characteristics between the source and the receiver, as well as distance and duration. Vibration can reach levels that can cause structural damage. However, humans are very sensitive and can perceived vibration well below levels that could cause structural damage.

The proposed Amendment involves the construction and occupancy of residential dwelling units, along with community commercial uses and light industrial/business park uses within Guasti Plaza. The California Department of Transportation notes that excessive groundbourne vibration is typically associated with activities such as pile driving or blasting, neither of which would likely be required during site construction. Only minimal groundbourne vibrations would be created during site preparation and subsequent construction associated with future development on the site. Vibration detectability during construction in Southern California typically extends 50-100 feet from the source. No vibration-sensitive land uses are located within this distance from the site. Therefore, vibration impacts due to construction are expected to be less than significant.

Additionally, no excessive groundbourne vibrations would be created by the occupancy of the residential units. Thus, no violation of the City's standards for vibration, as may be typically generated by heavy industrial operations, is expected from future residential uses.

The project site would be subject to ground-borne vibration from train operations at the UPRR tracks along the southern boundary of the site, which may include rattling windows and throbbing floors, with cosmetic damage at stronger vibration levels. Rapid transit or light rail systems typically generate vibration levels of 70 VdB or more near their tracks. If there is unusually rough road or track, wheel flats, geologic conditions that promote efficient propagation

of vibration, or vehicles with very stiff suspension systems, the vibration levels from any source can be 10 decibels higher than typical. Hence, at 50 feet, the upper range for rapid transit vibration is around 80 VdB and the high range for heavy rail vibration is 85 VdB.

Soil and subsurface conditions are known to have a strong influence on the levels of ground-borne vibration. Vibration propagation is more efficient in stiff clay soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances from the track. Soils in Ontario are comprised primarily of sand, silty sand, gravelly sand and sandy silt. These "soft" soils contribute to internal attenuation of vibration propagation, with an attenuation constant for stiff clay soils at 0.02 and for silty sands at 0.30.

Train vibration may be perceptible to people who are outdoors at the project site, but it is very rare for outdoor vibration to cause complaints. The vibration levels inside a building are a bigger concern, and are dependent on the vibration energy that reaches the building foundation, the coupling of the building foundation to the soil, and the propagation of the vibration through the building. The general guideline is that the heavier a building is, the lower the response will be to the incident vibration energy. Coupling losses from floor to floor within a building decrease vibration levels from the foundation upward. As a rule of thumb, vibration levels decrease by 1-2 dB per floor. Resilient floor coverings accelerate this rate.

The Federal Transit Administration's 2006 Transit Noise and Vibration Impact Assessment establishes thresholds of significance for vibration, as shown in Table 4.6-5, *Vibration Thresholds*.

TABLE 4.6-5
VIBRATION THRESHOLDS

Land Use Category	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. 3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.

Source: Noise Impact Analysis, 2009

The project site is exposed to an average of 43 daily train events per day, which is considered to fall under "Occasional Events" category. Thus, the threshold for residential use is 75 VdB and is 78 VdB for commercial uses.

Table 4.6-6, *Screening Distances*, shows the screening distances to reach the thresholds above, with a 5-decibel factor of safety. Because of the 5-decibel safety factor, the distances shown below are conservative.

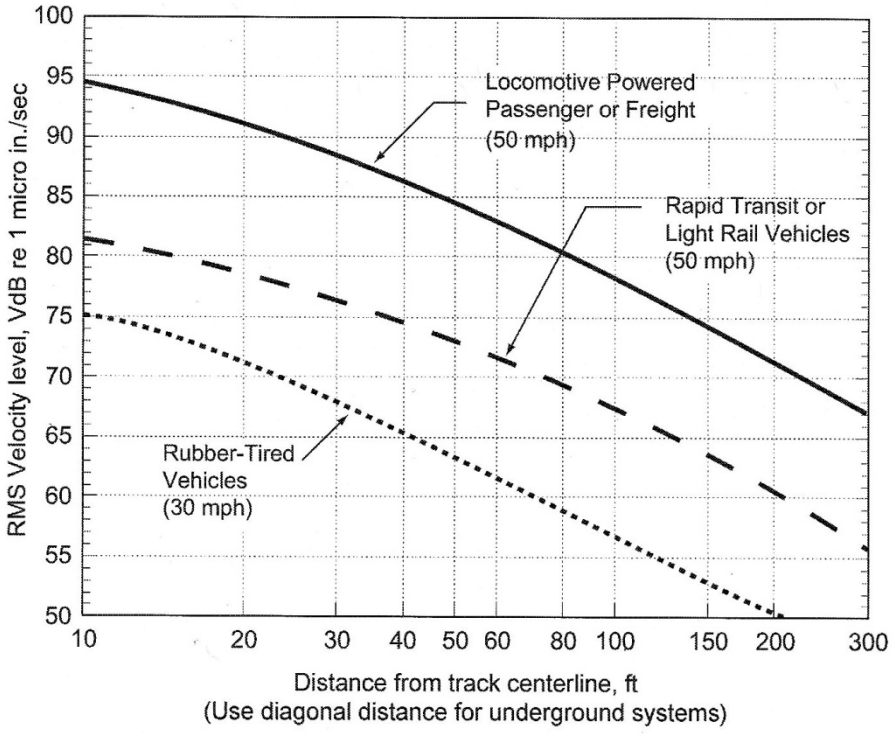
TABLE 4.6-6
SCREENING DISTANCES

Type of Project	Critical Distance for Land Use Categories* Distance from Right-of-Way or Property Line	
	Residences	Commercial Uses
Conventional Commuter Railroad	200	120
Rail Rapid Transit	200	120

TABLE 4.6-6
SCREENING DISTANCES

Type of Project	Critical Distance for Land Use Categories* Distance from Right-of-Way or Property Line	
	Residences	Commercial Uses
Light Rail Transit	150	100
Intermediate Capacity Transit	100	50
Source: Noise Impact Analysis, 2009		

As shown in the chart below, a locomotive powered passenger or freight train traveling at 50 mph would create a vibration level of 85 VdB at 50 feet from the track. Geometrical spreading losses would reduce this vibration level to 80 VdB at 85 feet from the track. Proposed commercial or residential uses are anticipated to have a minimum setback of approximately 85 feet from the track along the southern project perimeter. Thus, vibration would be 80 VdB or below.



Internal attenuation would further reduce the vibration level by an additional 3 VdB. The interior vibration level at the closest residence at the site is estimated in Table 4.6-7, *Projected Vibration Levels.*

TABLE 4.6-7
PROJECTED VIBRATION LEVELS

Floor Location	Residential Use	Office Use
First Floor	77	77
Second Floor	76	76
Third Floor	74	74
Fourth Floor	73	73
Fifth Floor	71	--

TABLE 4.6-7
PROJECTED VIBRATION LEVELS

Floor Location	Residential Use	Office Use
Significance Threshold	75	78
Source: Noise Impact Analysis, 2009		

As shown, future residential uses at the lowest floors may slightly exceed the adopted significance threshold for occasional events of 75 VdB. Office uses at the anticipated minimum setback would likely not exceed the 78-VdB threshold at any floor. Impacts on future residential uses are considered significant and adverse.

Impact 4.6-4: Future residential development may be exposed to vibration from nearby train operations.

According to the DOT Vibration Assessment, ground-borne vibration that is 0 to 5 decibels greater than the threshold is considered potentially significant, although there is a chance that actual ground-borne vibration levels will be below the impact threshold. Since no development plans have been submitted for future residential or commercial development at the project site, a site-specific vibration analysis would have to be conducted to analyze the estimated vibration levels and identify vibration control measures that may be needed for future residential uses. The analysis would account for adjustments to vibration projections based on specific receiver positions inside buildings, with consideration to the speed, wheel and rail type and condition, type of track support system, type of proposed building foundation, and number of floors above the basement level. These adjustments are strongly dependent on the frequency spectrum of the vibration source and the frequency dependence of the vibration propagation.

Increase in Ambient Noise Levels *(Would the project cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?)*

Traffic Noise Levels

Increase in traffic volumes on local streets and the nearby freeway would lead to an increase in traffic noise exposure at the site. Table 4.6-5, *Traffic Noise Projections*, summarizes the calculated 24-hour CNEL level at 50 feet from the roadway centerline along roadway segments near the site. Three traffic scenarios were evaluated: "existing conditions", "opening year-no project", and "opening year-with project", based on the traffic analysis for the Guasti Plaza Project Area Plan.

TABLE 4.6-8
TRAFFIC NOISE PROJECTIONS

Roadway		Existing	Opening Year-No Project	Opening Year-With Project
New Guasti Road -	W of Winery	68.5	68.5	73.6
	E of Winery	67.6	67.9	71.7
	W of Villa	67.1	67.1	71.3
	Villa-Biane	67.8	67.7	70.8
	Biane-Street 5	67.9	67.5	71.0
	Street 5-Turner	67.4	67.3	70.8
	E of Turner	68.4	68.4	71.9
Old Guasti Road -	Garrett-Gertrude	NA	NA	60.5
	Gertrude-Luisa	NA	NA	60.8
	Luisa-Villa	NA	NA	63.1
	Villa-Biane	NA	NA	64.7
	Biane-Turner	NA	NA	62.5

TABLE 4.6-8
TRAFFIC NOISE PROJECTIONS

Roadway		Existing	Opening Year-No Project	Opening Year-With Project
Turner Avenue -	Guasti-Brookside	62.1	59.1	66.3
	Brookside-Old Guasti	NA	NA	62.1
Source: Noise Impact Analysis, 2009				

The site is now largely vacant and future development will result in an increase in the traffic noise. As seen in Table 4.6-5, many roadway segments adjacent to the project site will experience increases of more than 3 dB CNEL and thus, exceed the significance threshold. However, land uses on New Guasti Road northeast, north, and west of the site will consist of commercial uses that are not considered noise sensitive. The project site will have the only noise-sensitive use in the project area. Thus, future residential development would be accompanied by an increase in noise levels that would affect adjacent land uses but future residents themselves would not experience the increase in noise levels. Also, traffic noise impacts would be mitigated by noise control measures that would be incorporated into building design and construction, as discussed above.

Stationary Noise
Adjacent to residential uses, the Guasti Plaza Specific Plan proposes the development of commercial and light industrial land uses within Guasti Plaza. These non-residential developments would be located across Biane Lane, from Old Guasti Road to New Guasti Road. However, these non-residential uses will abut the site and future residential development south of Old Guasti Road and at the western section of the Specific Plan area. Stationary noise sources at adjacent commercial and light industrial developments may include alarm systems, truck deliveries, landscaping maintenance, exterior mechanical equipment, and outdoor maintenance activities.

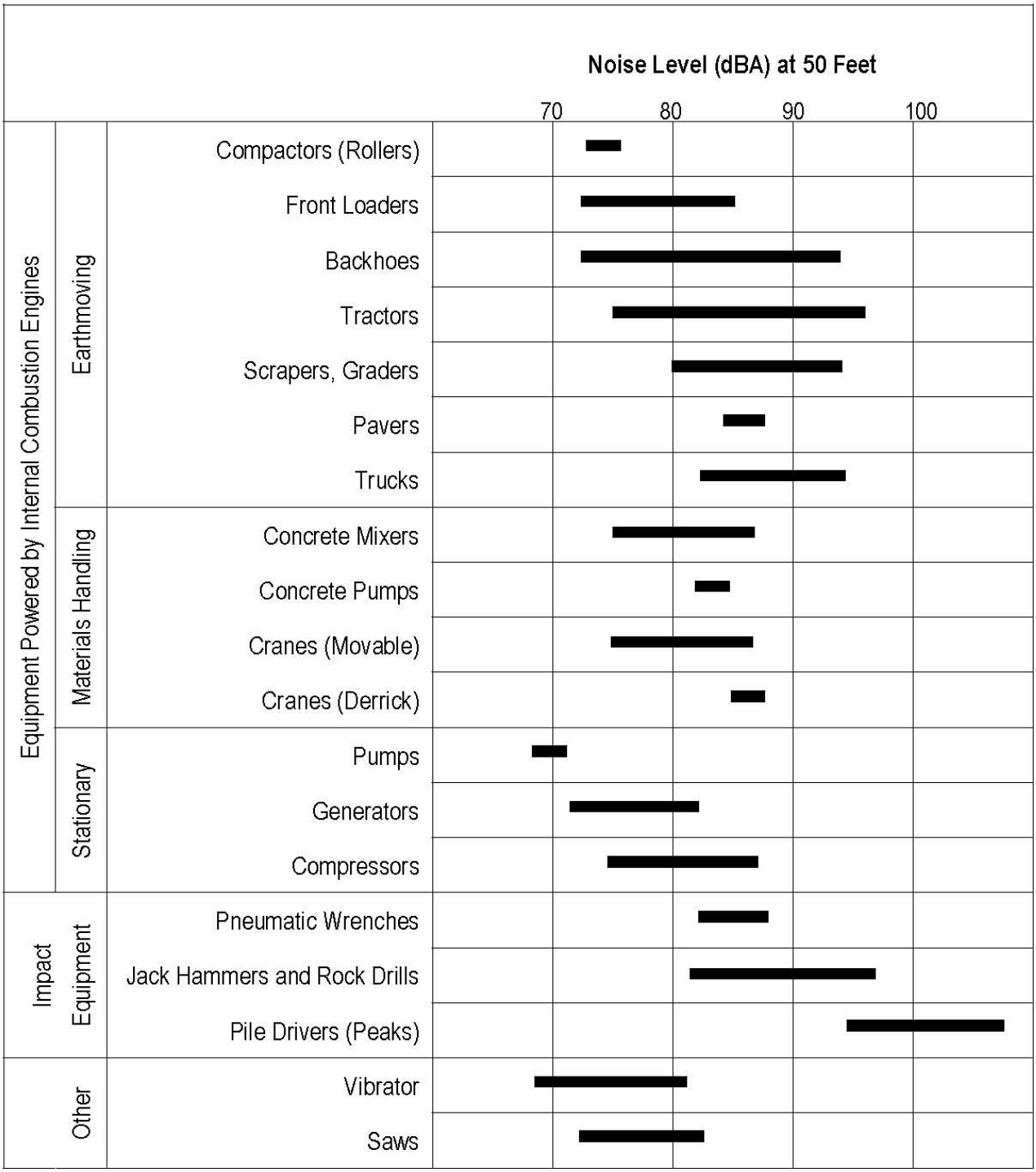
Thus, at the southwestern corner of the site, future residential development may be exposed to stationary noise levels that exceed the City's 60 to 65 dB CNEL standard where residences share a property line with commercial development. However, noise control measures for train noise at this location, that would be implemented as Mitigation Measures 4.6.2a and 4.6.2b, would reduce interior noise levels and are expected to also reduce noise impacts from abutting stationary noise sources. No significant noise impacts from stationary sources are expected.

Temporary or Periodic Noise *(Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?)*

Future residential uses under the proposed Amendment would involve the construction of buildings and infrastructure, which may lead to temporary, periodic increases in ambient noise levels during the construction period. Land uses near the project site would be exposed to short-term noise during construction activities on the site.

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases, dominated initially by earth-moving sources, then by foundation and building construction, and finally by finish construction.

As shown in Figure 4.6-5, *Noise from Construction Equipment*, heavy equipment noise can exceed 90 dBA, with an average of 85 dBA at 50 feet from the source when the equipment is operating at typical loads.



EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment and Operations."

Figure 4.6-5
Noise from Construction Equipment

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Most heavy equipment operate with varying load cycles over any extended period of time. The upper end of the noise range represents short-term effects, while the longer term averages are most representative of the lower end of the noise range.

Construction equipment noise is generally attenuated by a factor of 6 dB per doubling of distance. Thus, the loudest construction noise source may require 500 feet of distance between the source and the receiver to reduce the average 85 dBA noise level to 65 dBA. The church located across Turner Avenue is a sensitive receiver and may be adversely affected by construction noise. With most church activities conducted indoors, impacts on the church are expected to be less than significant.

If the proposed residential uses are developed and occupied first, they would represent noise-sensitive receivers for subsequent commercial construction to the north and west of the site.

However, these residential units are planned to be equipped with strongly upgraded structural noise protection. Noise control measures designed to reduce aircraft, train, and freeway noise will also mitigate potential construction equipment noise audibility. Thus, occupied dwelling units would not be exposed to high noise levels from adjacent construction activities. City regulations on time limits for construction activities would also confine construction noise to the daytime hours. Construction noise impacts from adjacent developments would be less than significant.

Aircraft Operations *(For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?)*

The Ontario International Airport is located south of the site and the 65-dB noise contour of this airport currently runs along the southern boundary of the project site. The projected 2030 noise contours show the 65-dB noise contour along the northern boundary of the project site. Thus, future residential uses would be exposed to noise levels associated with aircraft and airport operations. There are no private airstrips located near the project site, which may expose future residents and visitors to additional aircraft noise levels.

This impact has been analyzed above. As discussed above, future aircraft noise exposure (estimated at 65 to 70 dB CNEL on the site by 2030) would exceed the City's exterior noise standard for residential uses in mixed use projects (70 dB at the central section and 60 to 65 dB at the southwestern corner of the site). Mitigation would be needed to reduce aircraft noise from adversely affecting future residents of the site.

4.6.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan.

The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that future development in the Specific Plan area would be exposed to noise from the I-10 Freeway, UPRR tracks, and Ontario International Airport. New noise sources would also be created by construction activities, vehicle trips, and stationary sources. Construction noise impacts would be short-term and mitigation to restrict construction to the daytime weekday hours was provided. The previous EIR also stated that future developments within the Specific Plan area would lead to an increase in the ambient noise levels. However, office and commercial uses would be exposed to acceptable noise levels of 70 to 75 dBA CNEL or less. Mitigation measures were outlined to comply with noise standards and restrict construction to the daytime weekday hours. Impacts were expected to be less than significant after mitigation.

The EIR for the Guasti Plaza Specific Plan also indicated that existing and projected aircraft noise contours from the Ontario International Airport extend into the Specific Plan area, but these noise levels are normally acceptable for commercial and industrial uses.

> *Consistent with the EIR for the Specific Plan, future residential development would generate construction noise, traffic noise, and new noise sources that may affect future residents. However, projected airport noise levels are not normally acceptable for residential uses. Noise standards for residential uses are more stringent and additional mitigation would be needed to address freeway and traffic noise, train noise and aircraft noise. Future residential development would have to implement noise control measures to achieve the City's interior and exterior noise standards.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to the issuance of any building permit, applicants for future development within the Project Area shall submit evidence to the satisfaction of the City that all applicable exterior and interior noise standards established by the General Plan and implementing noise ordinances will be met. Applicable standards shall include State and local standards for exterior and interior noise exposure for both new construction and rehabilitated existing structures.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment. A quantitative analysis of proposed noise reduction features would have to be submitted to the City to prove compliance with the standards. It is expected that interior noise standards can be met, but exterior noise levels will remain above 65 dB CNEL.

2. Site preparation and construction activities shall be limited to daytime weekday hours.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment as a standard condition.

Guasti Redevelopment Plan EIR
The EIR for the Guasti Redevelopment Plan indicated that increases in ambient noise levels would occur but would not be significant. Planned commercial and industrial land uses would be compatible with existing noise levels generated by stationary sources near the Project Area, including airport noise exposure along the southern section of the Project Area. No mitigation measures for noise were provided in the EIR for Guasti Redevelopment Plan.

With more stringent City noise standards for residential uses, future residential development proposed under the Amendment would be exposed to noise levels requiring mitigation.

4.6.5 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard conditions would prevent adverse noise impacts to residents of the site:

Standard Condition 4.6.1: Site preparation and construction activities for future residential development shall be confined to the hours between 7:00 AM and 6:00 PM on weekdays and between 9:00 AM and 6:00 PM on Saturdays or Sundays, in accordance with the City's noise regulations in the Ontario Development Code.

Standard Condition 4.6.2: Future residential development shall comply with the City's Building Requirements for New Residential Construction in the 70 CNEL to 75 CNEL Noise Zone, as found in the Ontario Municipal Code, Chapter 15, Sound Transmission Control in High Noise Impact Areas.

Standard Condition 4.6.3: Future residential development shall comply with Article 33, Environmental Performance Standards, in Title 9 of the City's Development Code as it relates to vibration.

Mitigation Measures

Mitigation measures that would reduce potentially significant adverse impacts related to noise and/or that have been identified in the EIR for the Guasti Plaza Specific Plan and found to be applicable to the proposal include the following:

Mitigation Measure 4.6.1a: Future residential development shall be designed to provide common recreational areas within an indoor central courtyard and private patios and balconies as enclosed atriums.

Mitigation Measure 4.6.1b: Future residential development shall be designed with upgraded acoustical features and specialized construction methods for exterior walls, exterior windows, exterior doors, roof/ceiling construction, floors, ventilation, fireplaces, and wall and ceiling openings.

Mitigation Measure 4.6.1c: Rental and real estate disclosures shall be provided advising renters and homebuyers that there is a nearby airport that operates on a 24-hour basis and that will be generating noise on the airport, during the approach and departure and in the airspace above the site.

Mitigation Measure 4.6.1d: The property owner shall provide an avigation easement for aircraft noise to the Ontario International Airport, to be recorded against the property, prior to the occupancy of the dwelling units.

Mitigation Measure 4.6.2a: A berm and/or solid block wall shall be provided along the southern boundary of the site to serve as barriers to the balconies on upper stories facing the railroad tracks. Alternatively, patios and balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield outdoor uses.

Mitigation Measure 4.6.2b: Future residential development shall be designed with upgraded acoustical features and specialized construction methods to block out train noise and meet the City's interior noise standards. This may include buildings along the railroad tracks that do not have living rooms and bedrooms with windows or walls along the southern façade or having sufficient sound insulation on exterior walls and windows.

Mitigation Measure 4.6.3a: Future residential development shall be designed to provide common recreational areas away from New Guasti Road and Turner Avenue where noise levels over 65 dB CNEL are projected at 50 feet from the roadway centerline.

Mitigation Measure 4.6.3b: Patios and balconies of residential buildings along New Guasti Road should not be placed on the north side of the building, in the absence of a wall or building that would obstruct freeway noise. Rather, patios and balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield outdoor uses.

Mitigation Measure 4.6.3c: Prior to the issuance of any building permit, future residential development shall provide evidence to the City that all applicable exterior noise standards for recreational and open space uses and interior noise standards for living areas in both new construction and rehabilitated existing structures will be met through a quantitative analysis of proposed noise reduction features.

Mitigation Measure 4.6.4: Prior to the issuance of any building permit, future residential development shall submit a vibration analysis to the City that identifies the potential vibration levels from nearby train operations and the vibration control measures that would be incorporated into the design of the project to prevent significant vibration impacts on residential uses and meet City standards.

4.6.6 Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would generate noise from construction activities and vehicle trips, as well as expose future residents to noise sources in the area. These sources include vehicle traffic noise from the I-10 Freeway, train noise from the UPRR railroad tracks, and aircraft noise from the Ontario International Airport. These noise sources would adversely affect future residential development, which are more sensitive to noise and vibration than planned commercial office uses.

Implementation of the standard conditions and recommended mitigation measures would reduce noise impacts on future residents of the site. However, noise from aircraft, trains and freeway traffic in the surrounding area currently exceed the City's exterior noise standards for residential uses and future residential development would be exposed to these noise levels. With conventional wood-frame stucco construction, interior noise levels could also exceed the

City's interior noise standards for residential uses. Site design and building construction that would provide noise control are provided as mitigation to bring noise levels at interior living areas and recreational areas down to City standards but exterior areas are expected to continue to experience high noise levels. With no feasible and reasonable mitigation measure for exterior noise, noise impacts on future residents would remain significant and adverse. Unavoidable significant adverse noise impacts on future residential uses are expected with the proposed Amendment.

Section 4.7: Geology and Soils

4.7.1 Environmental Setting

The City of Ontario is located in the western section of the San Bernardino Valley, south of the San Gabriel Mountains.

Topography

Ground elevations on the site are relatively flat, ranging between approximately 971.5 feet above mean sea level (msl) along the northeastern site boundary at Turner Avenue and New Guasti Road; sloping gently to the south and southwest to approximately 963.2 feet above msl at Turner Avenue and the railroad tracks (southeast corner) and to 959.5 feet above msl at the railroad tracks (southwest corner of the site). Figure 4.7-1, *Site Elevation*, shows the topography and ground elevations at the site.

The Specific Plan area itself has elevations of 980 feet above msl at Turner Avenue and I-10 Freeway at the northeast corner of the Specific Plan area and 951.9 feet above msl at the UPRR tracks and Archibald Avenue at the southwest corner of the Specific Plan area.

Geologic Setting

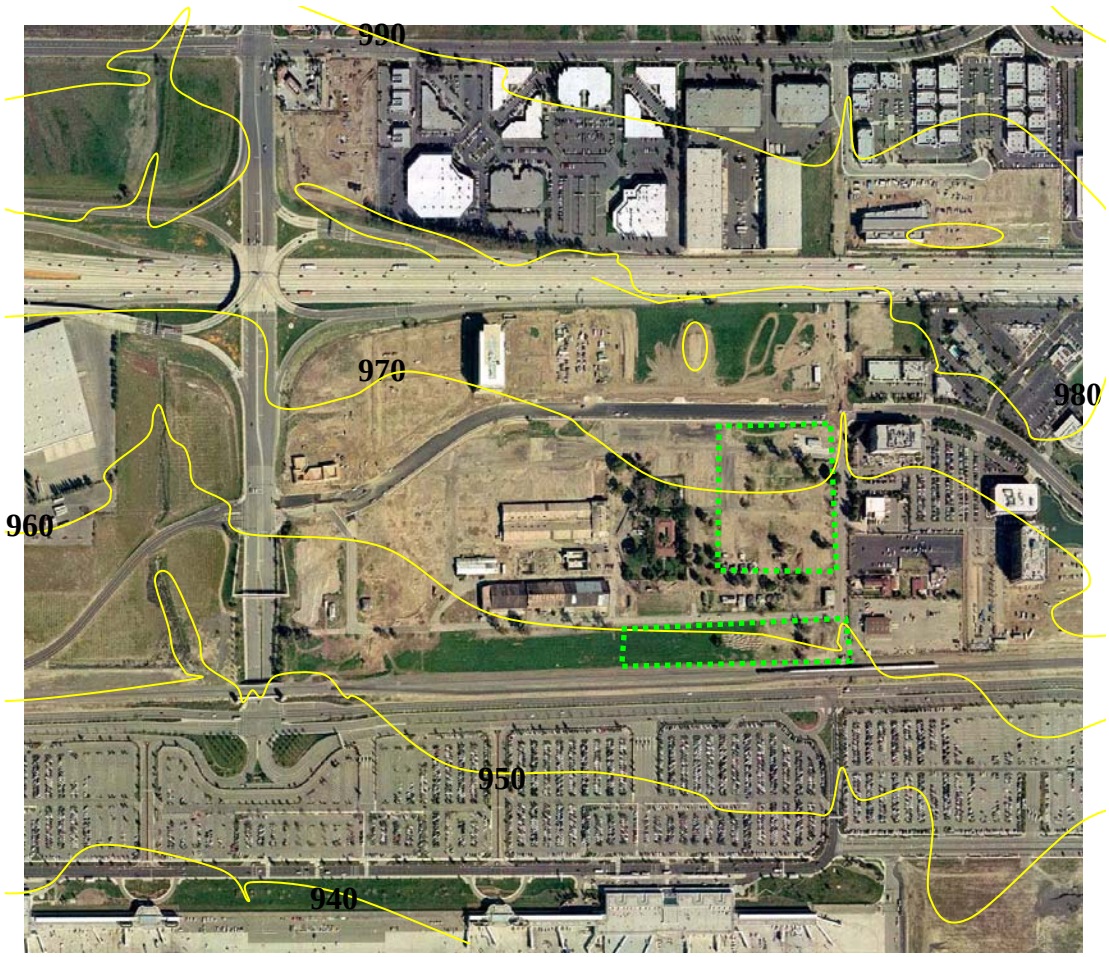
The San Bernardino Valley is underlain by alluvial soils resulting from the erosion of soils from the San Gabriel Mountains to the north. The alluvial soils are underlain by igneous-metamorphic rocks, seen as rock outcrops in the Chino Hills and the San Jose Hills.

Soils

The United States Department of Agriculture's (USDA) Soil Survey of San Bernardino County, Southwestern Part identifies on-site soils as Delhi fine sands (Db), with Tujunga loamy sand (TuB) to the west and Hanford coarse sandy loam (HaC) to the southwest. Figure 4.7-2, *Soil Associations*, shows soils in the project area.

Delhi fine sands (Db) are pale brown and light yellowish-brown fine sand, with depths of more than 60 inches. These soils are rapidly permeable and runoff is very slow. Hazard of soil blowing is generally moderate, but high in unprotected areas. These soils are used mainly for grapes, pasture plants, alfalfa and some citrus. Delhi sands have low shrink-swell potential and are considered non-plastic. They have slight limitations for dwellings without basements and septic tank absorption fields, with severe limitations for shallow excavations and sanitary landfills due to side wall stability and rapid permeability, respectively. These soils are poor sources of cover material and topsoil, but good sources of sand and road fill.

Tujunga soils (TuB) are somewhat excessively drained, nearly level to moderately sloping soils that formed on alluvial fans in granitic alluvium. Their surface layer consists of brown loamy sand and pale-brown coarse sand, about 60 inches thick. The Tujunga soils are slightly acid and rapidly permeable. Runoff is slow to very slow. Water erosion hazard is slight and wind erosion hazard is moderate to high on bare soils. These soils are used mainly for irrigated crops such as citrus, grapes, small grains, and pasture plants. Tujunga soils have low shrink-swell potential and are considered non-plastic. They have slight limitations for dwellings without basements and septic tank absorption fields, with severe limitations for shallow excavations and sanitary landfills due to side wall stability and rapid permeability, respectively. These soils are poor sources of topsoil, sand, and gravel, but are suitable as road fill.



Proposed Residential Overlay Zone

Elevation contour

N

Figure 4.7-1
Site Elevation

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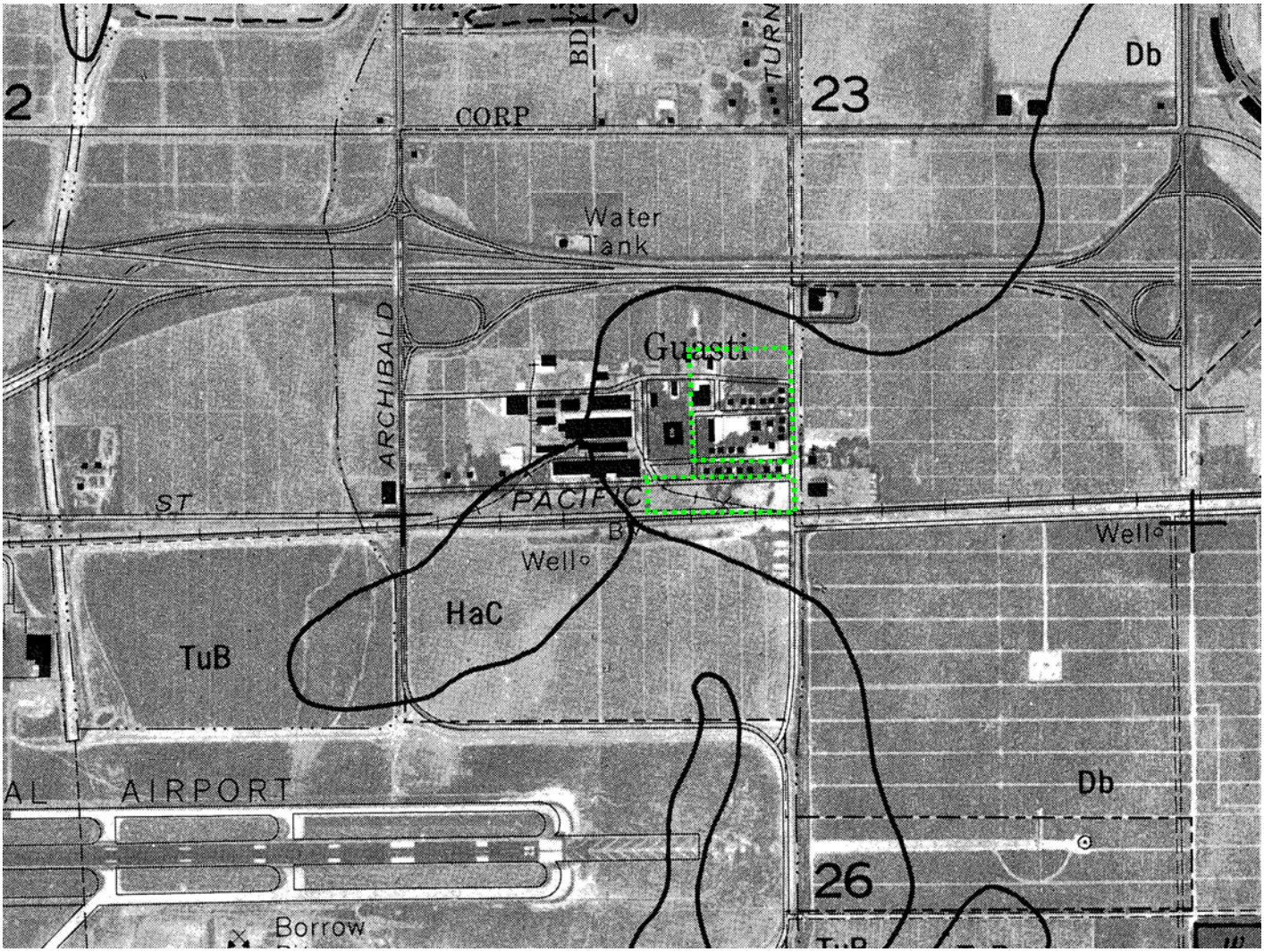

Proposed Residential Overlay Zone

Source: USDA Soil Survey of San Bernardino County, 1980

N

Figure 4.7-2
Soil Associations

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Hanford soils (HaC) are characterized by a surface layer of light brownish-gray coarse sandy loam about 10 inches thick. These soils have slow to medium runoff potential and slight to moderate erosion hazard when left unprotected. They are slightly acid or neutral throughout and moderately rapidly permeable. These soils are used for irrigated crops like citrus and alfalfa. Hanford soils have low shrink-swell potential and are considered non-plastic. They have slight limitations for dwellings without basements, septic tank absorption fields, and shallow excavations, with severe limitations for sanitary landfills due to moderately rapid permeability. These soils are poor sources of sand and gravel but good sources of cover material, topsoil, and road fill.

Seismicity

Southern California is a seismically active region that is subject to seismic hazards of varying degrees, depending on the proximity and earthquake potential of nearby active faults, and the local geologic and topographic conditions, which can either amplify or attenuate seismic waves.

The City of Ontario is located in a seismically active region, and the region has experienced several earthquakes with a magnitude of 6.0 or greater during the last 100 years. However, no earthquake faults are known to cross the site or the Specific Plan area. Active earthquake faults near the City of Ontario include the San Andreas, San Jacinto, San Jose, Sierra Madre, Indian Hill, Chino, and Whittier-Elsinore faults.

4.7.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact in terms of geology and soils, if its implementation results in any of the following:

- Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake fault, as delineated on the most recent Earthquake Hazard Fault Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, 2) strong seismic ground shaking, 3) seismic-related ground failure, including liquefaction, or 4) landslides;
- Results in substantial soil erosion or the loss of topsoil;
- Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Is located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or,
- If it has soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

4.7.3 Environmental Impacts

Future residential development under the proposed Amendment would be exposed to geologic and seismic hazards present on the site.

Surface Rupture, Groundshaking, and Seismic Hazards *(Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on*

other substantial evidence of a known fault, 2) strong seismic ground shaking, 3) seismic-related ground failure, including liquefaction, or 4) landslides?)

There are no earthquake faults on the site, near the site or that extend into the site. The seismic conditions at the site have remained the same over time and the proposed Amendment would not expose future residential development to fault rupture hazards. No impacts are expected.

However, future residential development under the proposed Amendment would be subject to groundshaking hazards due to regional earthquake events, which could lead to the damage of buildings, parking lots, and utility lines, and resulting fires, falling objects, and other structural hazards that could cause property damage and personal injuries. Residents, employees, construction workers, and visitors at the site would be exposed to groundshaking hazards during an earthquake event. These groundshaking hazards are not unlike the potential hazard in other areas of the region. Depending on the magnitude of the earthquake, distance to the site, underlying soil conditions, and structural strength on structures and infrastructure, groundshaking hazards may be significant. Existing structures were built at the turn of the 20th century and do not meet current seismic design criteria. Thus, they would be exposed to groundshaking hazards that may affect their structural integrity and could pose undue hazards to future users. This is considered a significant adverse impact.

Impact 4.7.1: Existing structures to be rehabilitated and reused would be subject to groundshaking hazards.

Future residential development would be designed and built in accordance with applicable standards in the California Building Code, including pertinent seismic design criteria. Existing buildings to be reused should also be rehabilitated in accordance with the current California Building Code, the State Historic Building Code, and local building regulations. This will allow the rehabilitated structures to withstand groundshaking and maintain hazards at acceptable levels.

The project site and surrounding areas are identified as areas with very low to low liquefaction susceptibility by the USGS. The San Bernardino County General Plan and TOP also show that the site is not located in areas with liquefaction susceptibility. In addition, groundwater is found at approximately 330 feet below the ground surface, indicating the absence of perched water, which can make soils susceptible to liquefaction during an earthquake event. Thus, future residential development would not be exposed to liquefaction hazards.

The project site and the surrounding area have a relatively flat topography. Thus, future residential development under the proposed Amendment would also not be exposed to landslide hazards.

Erosion Hazards *(Would the project result in substantial soil erosion or the loss of topsoil?)*

The project site is underlain by soils that have moderate to high erosion hazard and soil blowing hazards. Future residential development under the proposed Specific Plan Amendment would lead to soil disturbance and potential erosion hazards. Localized erosion is expected with construction activities on the site, as wind and water carry loose soils off-site. Excavation and grading activities could lead to the erosion of soils into nearby areas. Santa Ana winds would also result in blowsand hazards from exposed ground. Soil movement from water erosion

would likely be towards the areas southwest of the site and south to southwest from wind erosion.

Impact 4.7.2: Future residential development would lead to soil erosion and soil blowing hazards.

The construction of future residential development would be required to implement erosion control measures per standard engineering practices and City requirements. Implementation of erosion control measures would prevent eroded soils from entering adjacent properties and would minimize sediments and loose soils from entering the City's storm drain system. Fugitive dust control measures outlined in Section 4.4, *Air Quality*, would also reduce soil blowing from the site. Upon completion of construction, all areas on the site are expected to be paved or landscaped, and the nearby roadways repaved. This will limit soil erosion and soil blowing in the long-term.

Geologic Hazards *(Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?)*

There are no known geologic hazards, such as unstable soils that may lead to landslide, lateral spreading, liquefaction or collapse, in the project area. However, subsidence of less than 5 feet has occurred within the project area and the site from 1992 to 2001, based on groundwater studies for the Chino Groundwater Basin (Figure 4.7-3, *Subsidence Hazards*). Future residential development under the proposed Amendment would be exposed to subsidence hazards. This is a significant adverse impact.

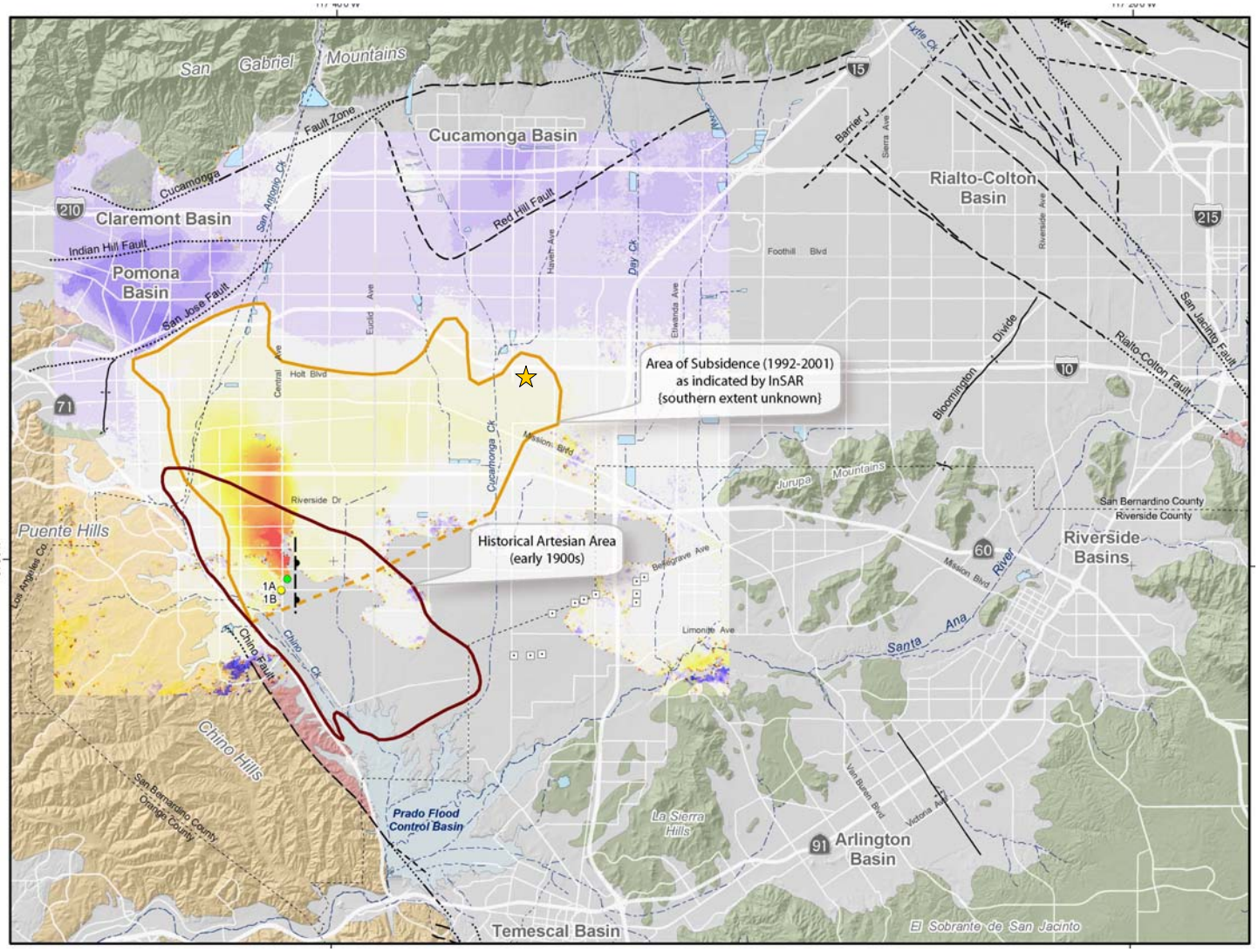
Impact 4.7.3: Future residential development would be exposed to subsidence hazards.

Site-specific geologic conditions have to be evaluated based on soil borings and geotechnical investigations that are required for every development. The geotechnical investigation would identify structural design criteria and construction recommendations to ensure the stability and integrity of structures and infrastructure that would be built on site. Impacts would be less than significant.

Soil Expansion *(Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?)*

Delhi, Tujunga, and Hanford soils that are found on and near the site have low shrink-swell potential. Thus, future residential development is not expected to be exposed to expansive soil hazards. All structures and infrastructures would have to be designed and built in accordance with soil expansion index of on-site soils, as provided in the geotechnical investigation for each development. No soil expansion hazards would be created by the proposed Amendment. Impacts would be less than significant.

Septic Tank Limitations *(Does the site have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?)*



★ **Project Site**

Source: Chino Basin Optimum Basin Management Program, 2006

N

Figure 4.7-3
Historic Subsidence

Guasti Plaza Specific Plan Amendment
Supplemental EIR

There are existing sewer lines near the site that would connect future residential development to the public sewer system. No septic tanks are proposed as part of future residential development or the proposed Amendment. No impacts related to septic tank limitations are expected.

4.7.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that there are earthquake faults near the City but none of these run through the City or the Specific Plan area. However, future development in the Specific Plan area would be exposed to groundshaking hazards associated with nearby earthquake events. Mitigation measures were outlined to reduce groundshaking hazards to less than significant levels.

The EIR did not identify liquefaction hazards in the Specific Plan area. It also indicated that the Specific Plan area is relatively flat and no landslide or mudslide hazards, septic tank limitations, or expansive soils are present. No major cut and fill would be required for future development. It indicated that impacts associated with geology and seismicity would be mitigated through compliance with the recommendations of geotechnical investigations and evaluations for individual projects, the Uniform Code, the State Historic Building Code, and the Ontario Municipal Code.

> *The geologic conditions at the site remain the same and the proposed Amendment would also not expose future residential development to fault rupture or liquefaction hazards, landslide or mudslide hazards, septic tank limitations, or expansive soils. Groundshaking hazards to future residential development would be the same as discussed in the previous EIR.*
>
> *However, future residential development would be exposed to erosion and subsidence hazards. Future residential development would have to implement erosion control measures and comply with the recommendations of the geotechnical investigation for the site, the California Building Code, the State Historic Building Code, and the Ontario Municipal Code. This would ensure the structural stability of the proposed buildings and improvements.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to the submission of any building permit application, the applicant shall provide for the City's review and consent, comprehensive geotechnical investigations to explore and evaluate soil, groundwater, geological and seismic conditions; to provide soil engineering criteria, and document the potential for seismically induced ground shaking on the building site. Such investigations shall be conducted by a licensed civil engineer

specializing in the practice of soil mechanics, and by a certified engineering geologist. Construction shall be in compliance with the findings and recommendations of the required investigations.

2. Prior to the submission of any building permit application in portions of the Project Area that lie near suspected faults identified in future studies, the applicant shall provide geotechnical evaluations acceptable to the City to establish the presence and location of the suspected faults, and to establish whether or not they are potentially active.

3. No structure intended for human occupancy or use shall be place directly on or within 50 feet of any active or potentially active fault. Nor shall any structure intended for human occupancy be placed within 150 feet of an inferred fault whose exact location is unknown. Additionally, no sensitive land use, including hospitals and schools should be placed within any seismic study zone, or within 200 feet of any inferred fault.

4. All construction of new buildings or rehabilitation of existing buildings shall be in conformance with latest adopted edition of the Uniform Building Code. All rehabilitation and seismic retrofit of existing historic structures shall be in conformance with the latest edition of the State Historic Building Code.

5. Existing historic structures to be rehabilitated shall be brought up to applicable code standards at the time. Structures of unreinforced masonry shall be brought up to existing State and local building standards at the time of application for a change in use or for major additions or alterations.

6. All grading in the Project Area shall be in conformance with the City of Ontario Municipal Code.

These mitigation measures remain applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan stated that no earthquake faults pass through the City. Thus, no fault rupture hazards to future development and rehabilitation are expected. The EIR stated that people and structures would be exposed to severe groundshaking events and mitigation measures in the Specific Plan EIR were reiterated. The EIR also indicated that the likelihood of ground failure, including liquefaction, is low due to the lack of known faults near the surface in the City and the depth of groundwater at more than 50 feet below the surface. The Project Area is relatively level and ground failure and landslides (mass movement of rocks and soils) are unlikely.

The EIR stated that the Project Area has a soil blowing hazard and ground disturbance would lead to erosion and loss of topsoil. Implementation of the City's soil erosion control policies and dust control measures would reduce impacts to less than significant levels. The EIR indicated that no unstable soil conditions are expected but mitigation is provided to ensure that adverse conditions are avoided.

The impacts related to groundshaking, liquefaction, ground failure, and landslides remain the same. Erosion hazards are also expected with future residential development under

the proposed Amendment. Mitigation would be needed for site-specific seismic and geologic hazards, including erosion and subsidence.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. Seismic Hazard

The following mitigation measures would reduce the impacts of exposure to geological hazards to a level of less than significant.

- Prior to the submission of any building permit application, the applicant shall provide for the City's review and approval, comprehensive geotechnical investigations to explore and evaluate soil, groundwater, geological and seismic conditions; to provide soil engineering criteria, and document the potential for seismically induced ground shaking on the building site. Such investigations shall be conducted by a licensed civil engineer specializing in the practice of soil mechanics, and by a certified engineering geologist. Construction shall be in compliance with the findings and recommendations of the required investigations.
- Prior to the submission of any building permit application in portions of the project area that lie near suspected faults identified in future studies, the applicant shall provide geotechnical evaluations acceptable to the City to establish the presence and location of the suspected faults, and to establish whether or not they are potentially active.
- No structure intended for human occupancy or use shall be placed directly on or within 50 feet of any active or potentially active fault. Nor shall any structure intended for human occupancy be placed 150 feet of an inferred fault whose exact location is unknown. Additionally, no sensitive land use, including hospitals and school should be placed within any seismic study zone, or within 200 feet of any inferred fault.
- All construction of new buildings or rehabilitation of existing buildings shall be in conformance with latest adopted edition of the Uniform Building Code.
- Prior to the submission of any use application or building permit application for an existing unreinforced masonry structure, that structure shall be brought up to existing State and local building standards.
- All grading in the Project Area shall be in conformance with the City of Ontario Municipal Code.

This mitigation is similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment.

2. Soil Erosion

- In coordination with the City of Ontario, project design will incorporate landscaping and other features to reduce possible soil erosion.
- All grading in the Project Area shall be in conformance with the City of Ontario Municipal Code.
- Mitigation measures identified in Section 3.3, Air Quality.

This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

3. Soil Hazard Impact 3.4-3

While the potential for adverse impacts are considered less than significant, the following measures would ensure that adverse conditions are avoided:

- Prior to the submission of any building permit application, the applicant shall provide for the City's review and consent, comprehensive geotechnical investigations to explore and evaluate soil, groundwater, geological and seismic conditions; to provide soil engineering criteria, and document the potential for seismically induced ground shaking on the building site. Such investigations shall be conducted by a licensed civil engineer specializing in the practice of soil mechanics, and by a certified engineering geologist.
- All grading in the Project Areas shall be in conformance with the City of Ontario Municipal Code.

This mitigation is similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment.

4.7.5 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard conditions would prevent adverse impacts related to the site's geologic and seismic characteristics:

Standard Condition 4.7.1: Future residential development shall comply with seismic design criteria in the California Building Code, the City's building standards, and other pertinent building regulations.

Standard Condition 4.7.2: Future residential development shall implement erosion control measures during rehabilitation and construction activities at the site, as required by the City.

Mitigation Measures

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following mitigation measures shall be implemented as part of future residential development:

Mitigation Measure 4.7.1: To ensure that structural stability of structures and infrastructure on the site, the following shall be implemented by future residential development:

- *Prior to the submission of any building permit application, the applicant shall provide for the City's review and consent, comprehensive geotechnical investigations to explore and evaluate soil, groundwater, geological and seismic conditions; to provide soil engineering criteria, and document the potential for seismically induced ground shaking on the building site. Such investigations shall be conducted by a licensed civil engineer specializing in the practice of soil mechanics, and by a certified engineering geologist. Construction shall be in compliance with the findings and recommendations of the required investigations.*

- *Prior to the submission of any building permit application in portions of the Project Area that lie near suspected faults identified in future studies, the applicant shall provide geotechnical evaluations acceptable to the City to establish the presence and location of the suspected faults, and to establish whether or not they are potentially active.*
- *No structure intended for human occupancy or use shall be place directly on or within 50 feet of any active or potentially active fault. Nor shall any structure intended for human occupancy be placed within 150 feet of an inferred fault whose exact location is unknown. Additionally, no sensitive land use, including hospitals and schools should be placed within any seismic study zone, or within 200 feet of any inferred fault.*
- *All construction of new buildings or rehabilitation of existing buildings shall be in conformance with latest adopted edition of the California Building Code. All rehabilitation and seismic retrofit of existing historic structures shall be in conformance with the latest edition of the State Historic Building Code.*
- *Existing historic structures to be rehabilitated shall be brought up to applicable code standards at the time. Structures of unreinforced masonry shall be brought up to existing State and local building standards at the time of application for a change in use or for major additions or alterations.*

Mitigation Measure 4.7.2: To prevent soil erosion and soil blowing hazards, the following shall be implemented by future residential development:

- *All grading shall be in conformance with the City of Ontario Municipal Code.*
- *In coordination with the City of Ontario, project design will incorporate landscaping and other features to reduce possible soil erosion.*

Mitigation Measure 4.7.3: Measures to avoid subsidence hazards to future residential development shall be implemented as part of design and construction, based on the recommendations of the geotechnical investigation for the project.

4.7.6 Unavoidable Significant Adverse Impacts

Geologic and seismic hazards on the site can be prevented or reduced to less than significant levels by the implementation of the standard conditions and the recommended mitigation measures. No unavoidable significant adverse impacts are expected after mitigation.

Section 4.8: Hydrology, Water Quality and Flooding

4.8.1 Environmental Setting

The City of Ontario is located in the western section of the San Bernardino Valley, which is underlain by the Chino groundwater basin.

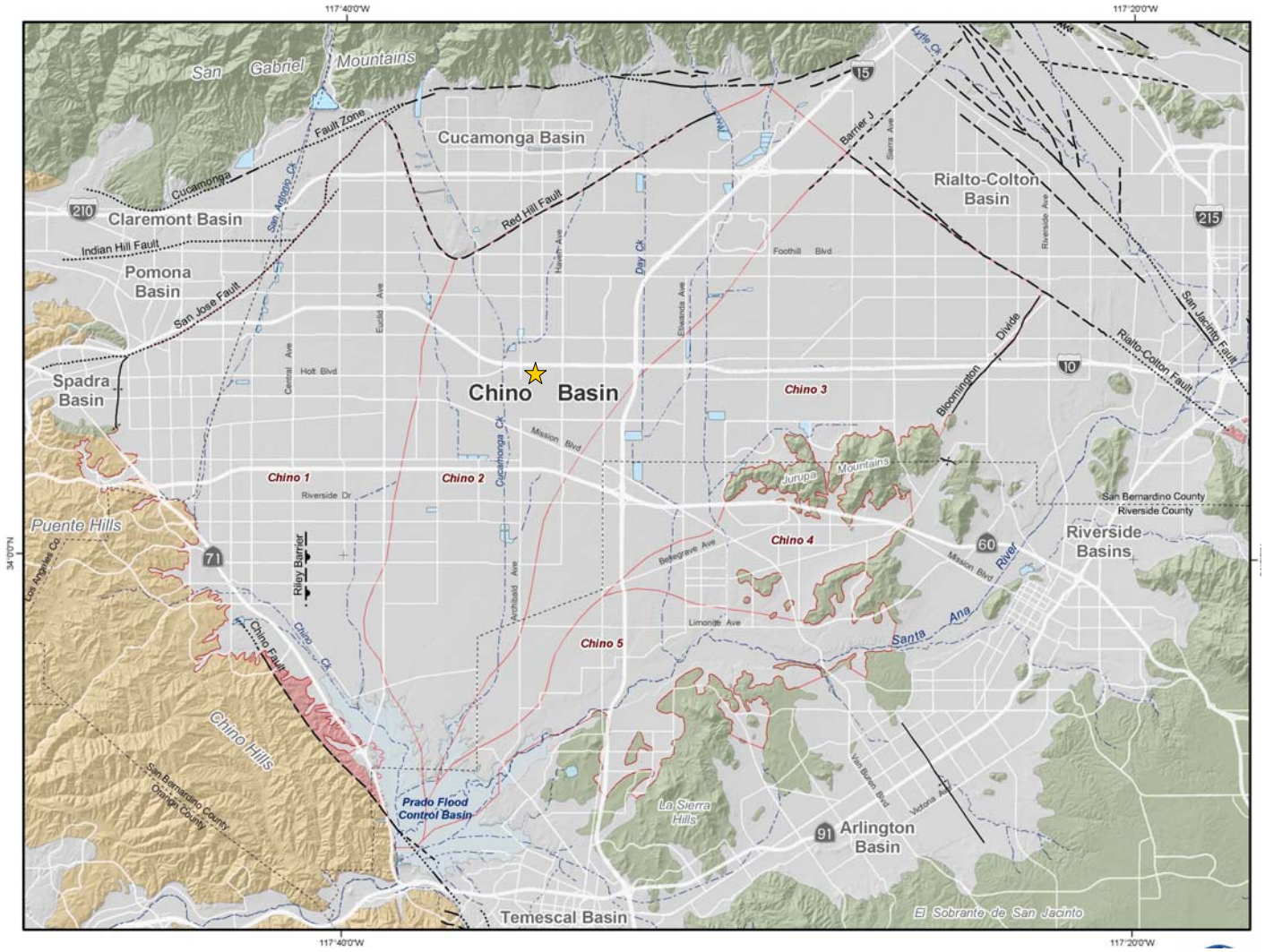
Groundwater Resources

The Chino Groundwater Basin is found under approximately 235 square miles of the upper Santa Ana River Watershed, as shown in Figure 4.8-1*, Chino Basin Boundaries*. The basin is bounded by the Redhill Fault, San Gabriel Mountains and the Cucamonga Basin to the north; the Rialto-Colton Fault to the northeast; the groundwater divide to the Rialto-Colton Basin to the east; the Jurupa Hills, Pedley Hills and the Riverside Narrows to the southeast; the La Sierra Hills and Temescal Basin to the south; the Chino Hills and Puente Hills to the southwest; the groundwater divide to the Pomona and Claremont Groundwater Basins to the west; and San Jose Fault to the northwest.

The Chino Groundwater Basin is found in an alluvial valley that is relatively flat from east to west and slopes from the north to the south at a one to two percent grade. The Basin was formed by sedimentary infilling of a structural depression by eroded sediments from the San Gabriel Mountains, Chino Hills, Puente Hills, and the San Bernardino Mountains. The bottom of the basin, which is essentially the base of the freshwater aquifer, consists of impermeable sedimentary and igneous rocks. The base of the aquifer is overlain by older alluvium of the Pleistocene period, followed by younger alluvium of the Holocene period. The thickness of the older alluvium averages about 500 feet in the Basin, although it is as thick as 1,100 feet in some parts, and as thin as 100 feet in others. Ground elevations range from approximately 500 feet above mean sea level to 2,000 feet above mean sea level.

The Chino Basin is hydrologically subdivided into five groundwater flow systems that act as distinct basins. Each flow system has a unique hydrology, and the effect of water resources management activities in each flow system does not greatly impact the other systems. The project site is located in Management Zone 2 of the Chino Basin, as shown in Figure 4.8-1. Chino Basin Management Zone 2 is bounded by Management Zone 1 to the west and Chino Basin Management Zone 3 to the east. The northern border of this management zone is defined by the Red Hill Fault and the extension of the Rialto-Colton Fault.

Sources of water in the Basin include infiltration of water flow within unlined stream channels overlying the Basin, infiltration of stormwater and municipal wastewater discharges within the channel of the Santa Ana River, underflow from the saturated sediments and fractures within the nearby mountains and hills, artificial recharge at spreading grounds of stormwater, imported water, and recycled water, underflow from seepage across the Red Hill Fault (from the Cucamonga Basin), the San Jose Fault (from the Claremont Heights and Pomona basins), and the Rialto-Colton Fault (from the Rialto-Colton Basin), intermittent underflow from the Temescal Basin, and percolation of rainfall and returns from irrigation use. The total storage capacity of the Chino Basin is estimated at approximately 18.3 million acre-feet. Water in storage was estimated in the Fall of 2000 to be approximately 5.325 million acre-feet. Discharge is mainly through groundwater production and potentially small amounts of rising groundwater in the area near Prado Dam.



☆ **Project Location**

Source: Chino Basin Optimum Basin Management Program, 2006

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Figure 4.8-1
Chino Groundwater Basin

Guasti Plaza Specific Plan Amendment
Supplemental EIR

The nearest groundwater wells are located north of the site and the freeway, east of the site, and northeast of the site, where water levels were recorded at 350 to 360 feet below the ground surface.

Depth to groundwater elevation at the project site is approximately 675 feet above mean sea level or 330 feet below the ground surface, according to data recorded during the Fall of 2006. Groundwater flow is toward the southwest. Figure 4.8-2, *Depth to Groundwater*, shows groundwater depths within the Chino Basin. The site and surrounding area are not located within the areas of the City identified to have high nitrate concentrations or a plume of contaminated groundwater.

Surface Water

The principal drainage course of the Chino Groundwater Basin is the Santa Ana River. The river flows for 69 miles across the Santa Ana Watershed, from its origin in the San Bernardino Mountains to the Pacific Ocean. Several creeks also traverse the basin, typically only carrying significant flows during winter storm events.

The City of Ontario is located in the northern part of the Santa Ana River Watershed, with storm drainage generally in a north-to-south direction from the San Bernardino Mountains to Prado Lake. From Prado Lake, stormwater is discharged into the Santa Ana River for conveyance to the Pacific Ocean farther south. Creeks and washes in the City of Ontario that convey stormwater are the West Cucamonga Creek, Cucamonga Creek, and Lower Deer Creek.

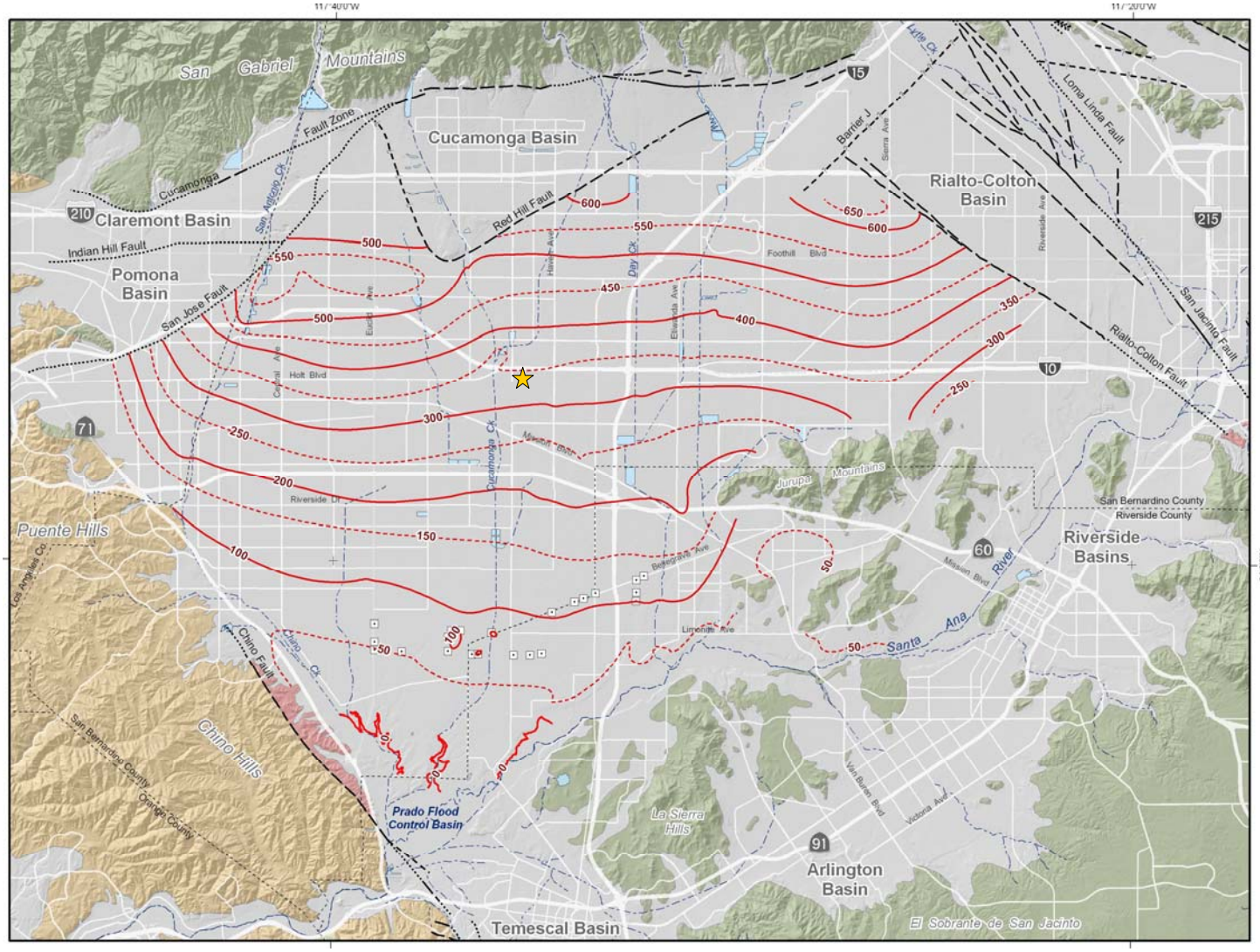
The project site is located within the Cucamonga Creek drainage area. Cucamonga Creek flows from the Angeles National Forest southerly into the cities of Upland and Rancho Cucamonga, and enters the City of Ontario at the Cucamonga Guasti Regional Park, where it joins Deer Creek. The Creek continues southerly on the west side of Archibald Avenue and through the Ontario International Airport property, bending southwest into Prado Lake.

Two culverts convey stormwater from the area north of the Guasti Specific Plan Area and the I-10 Freeway toward a storm drain line on New Guasti Road. This storm drain line runs westerly and then southerly across the UPRR tracks. The line then turns southwesterly and joins Cucamonga Creek approximately 0.5 mile southwest of the Specific Plan area.

Turner Channel is a concrete-lined open channel along the east side of Turner Avenue that conveys stormwater from the office developments east and northeast of the Guasti Plaza Specific Plan area, southerly across the UPRR tracks.

Flood Hazards

Review of the Flood Insurance Rate Maps of the Federal Emergency Management Agency (FEMA) shows that the majority of the Specific Plan area is located within the 500-year floodplain or the 100-year floodplain with depths less than 1 foot (Zone X). However, an area along Old Guasti Road and the UPRR tracks is located within the 100-year floodplain with depths of 1 foot. Turner Avenue is also located within the 100-year floodplain with depths of 1 foot (Zone AO). Figure 4.8-3, *Flood Hazards*, shows the floodplain limits in the area.



☆ **Project Location**

Source: Chino Basin Optimum Basin Management Program, 2006

N

Figure 4.8-2
Groundwater Elevation

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Guasti Plaza Specific Plan Area

Proposed Residential Overlay Zone

Source: City of Ontario

N

Figure 4.8-3
Flood Hazards

Guasti Plaza Specific Plan Amendment
Supplemental EIR

There are no dams, reservoirs, or large bodies of open water near the project site. The project site is located just outside the dam inundation area of the San Antonio Dam. Thus, there are no dam inundation or seiche hazards on the site. The site is also not subject to hazards associated with a tsunami (tidal wave) due to its inland location.

4.8.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on hydrology and water quality, if its implementation results in any of the following:

- Violates any water quality standards or waste discharge requirements;
- Substantially depletes groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or
- Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrades water quality;
- Places housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Places within a 100-year flood hazard area structures which would impede or redirect flood flows; or
- Exposes people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or, inundation by seiche, tsunami, or mudflow.

4.8.3 Environmental Impacts

Future residential development under the proposed Amendment would result in the construction of structures and impervious areas (roads, driveways, parking areas, walking paths) that would lead to changes in drainage patterns; increases in runoff volumes and rates from the site; and the potential for urban pollutants to enter the stormwater.

Water Quality Standards or Waste Discharge Requirements *(Would the project violate any water quality standards or waste discharge requirements?)*

Groundwater Quality
While the former structures on the site utilized septic tank systems, no septic tank system is planned for use by future residential development under the proposed Specific Plan Amendment. The existing septic tanks have been removed as part of past demolition activities. Thus, no

impacts related to the destruction of septic tanks, potential contamination of the underlying soils, and potential degradation of local groundwater resources are expected.

Should any septic tanks be uncovered during grading and excavation activities for future residential development, a licensed contractor would need to remove and abandon these tanks in accordance with the San Bernardino County Environmental Health Department's permits, procedures, and guidelines, to ensure that no adverse impacts on the soil and groundwater occur.

Stormwater Quality

Future residential development under the proposed Amendment would generate urban runoff and wastewater, which may contain pollutants that could impact the groundwater or surface water resources in the area.

Construction activities associated with future residential development would lead to pollutants entering the City's storm drainage system. These may include construction debris, construction equipment fuels, oil and grease, construction materials and solvents, loose soils, organic waste materials, etc. Conveyance of these materials into the storm drain system would add pollutants that could degrade stormwater quality and downstream surface water resources (Cucamonga Creek, Mill Creek, Prado Lake, and the Santa Ana River).

Future residential development will need to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activity. This regulation requires the developer to file a Notice of Intent with the State Water Resources Control Board (SWRCB) and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities on sites of one acre or more. The SWPPP would identify erosion, sedimentation and pollution control measures that would be implemented during construction activities, to minimize the discharge of pollutants into the stormwater and existing drainage channels to the maximum extent practicable.

Stormwater and wastewater from occupancy of future residential units would also generate pollutants that may enter the storm drain system. These pollutant sources include runoff over parking areas, landscaped irrigation overflows, waste and debris in the runoff path, vehicle wash downs, and other pollutant sources and activities that could potentially result in wastewater and pollutants affecting stormwater quality in Cucamonga Creek, Mill Creek, Prado Lake, and the Santa Ana River. Attached residential uses are expected to generate nutrients, pesticides, sediments, trash and debris and could potentially generate bacteria/viruses, oil and grease and oxygen-demanding substances. Parking areas are expected to generate heavy metals, organic compounds, trash and debris and oil and grease and could also potentially generate bacteria/viruses, nutrients, pesticides, sediments and oxygen-demanding substances.

Future development projects that would generate urban runoff pollutants are required under the NPDES and the City's stormwater regulations to prepare and implement a Water Quality Management Plan (WQMP), which identifies the site design, source control and treatment control best management practices (BMPs) that would effectively prohibit non-stormwater discharges from entering into the storm drain system and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. Wastewater that violates discharge requirements would not be allowed in the storm drain system and would need to be treated on-site and/or conveyed to the sewer system, prior to disposal.

A Water Quality Management Plan (WQMP) would be required as part of future residential development on the site. The WQMP will identify post-construction source control, site design, and treatment control BMPs that would be implemented as part of the project. Structural BMPs may vegetated swales, bio-retention basins, vegetated buffer strips, infiltration and filtration vaults, permeable pavements, dry wells and other treatment and infiltration facilities that would reduce pollutants in the stormwater, prior to conveyance into the storm drain system. Preparation of the WQMP and implementation of BMPs would protect runoff quality and render impacts to be insignificant.

Implementation of a SWPPP and WQMP would avoid violation of water quality standards or waste discharge requirements by future residential development under the proposed Amendment.

Groundwater Supplies *(Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?)*

No groundwater wells are proposed as part of future residential development or the proposed Amendment. Thus, the Amendment would not lead to a direct withdrawal of groundwater. Construction of future residential development would not interfere with groundwater recharge, since the site does not serve as a recharge basin. Also, groundwater elevation at the site is estimated at 330 feet below the ground surface in 2006. Excavation and grading activities for future residential development would not be deep enough (up to 330 feet) to affect the underlying groundwater resources. No direct impact to the underlying groundwater resources is expected.

The City of Ontario would provide water services to the site. The majority (70 to 80%) of the City's water supplies come from the Chino Groundwater Basin. Future residential development would create a long-term demand for water to be used in kitchens and bathrooms and for landscape irrigation and maintenance activities. This water demand may lead to an increase in groundwater pumping from local wells.

Residential water demand is expected to replace the water demand that would have been generated by the planned office uses on the site. A higher demand for water from residential uses is expected, as discussed in Section 4.12.1, *Water Services*, of this SEIR. Thus, an increase in projected demand and groundwater pumping is expected with residential uses under the Amendment.

However, the Water Supply Assessment (WSA) for the proposed Amendment has indicated that the City's water supplies are more than the estimated demand in the City from 2010 through 2030. Adding the estimated demand from 500 dwelling units (101 acre-feet per year) still shows that there would be excess water supplies from 2010 to 2030. No new water supplies, wells or facilities are needed to serve the residential uses proposed under the Amendment.

During single- or multiple-dry year scenarios, an increase in groundwater pumping is anticipated, which would be made through the purchase or lease of unused water rights from other parties in the agricultural or appropriative pools for the Chino Groundwater Basin. The City purchases replenishment water to offset pumping in excess of its water rights. Thus, no

significant adverse impact on groundwater supplies is expected with future residential development on the project site.

Implementation of water conservation measures and the use of reclaimed water would reduce demand for groundwater resources. Based on the City's Urban Water Management Plan (UWMP) and the WSA for the proposed Amendment, local and imported water supplies are expected to be available to meet the water demand of the City to the year 2030. Water service and demand is discussed in Section 4.12.1, *Utilities – Water Services*. Indirect impacts on groundwater supplies would be less than significant.

Change in Drainage Patterns *(Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?)*

With the site largely vacant, future residential development under the Amendment would lead to changes in existing drainage patterns, associated with the introduction of impervious and paved areas. The change in existing hydrology would be through the reduction of water infiltration into the ground and the increase in runoff volumes and rates. At this time, there are no storm drain facilities on the site to provide for the conveyance of stormwater and runoff into the City's storm drainage system. Thus, future residential development would lead to potential water ponding, sheetflow, and runoff into adjacent properties. This is considered a significant adverse impact.

Impact 4.8.1: There is no existing on-site storm drainage system to serve future residential development.

Storm drainage facilities would have to be constructed on-site to handle stormwater, with off-site extension of storm drain lines to connect to existing lines near the site. The storm drainage plan for the Guasti Plaza, as revised in the proposed Amendment, shows that a storm drain line is proposed on Old Guasti Road, running westerly toward an existing 84-inch pipe that crosses the railroad. This is discussed further in Section 4.12.3, *Storm Drainage*.

The change in drainage patterns would largely be internal to the site and impacts to regional hydrology or drainage flows in the surrounding area would be minimized since the downstream storm drainage system is fully developed. Payment of storm drain impact fees would allow the City to construct or upgrade the City-wide storm drainage system, as necessary.

Runoff from the site would enter an existing drainage pipe and would not lead to downstream erosion or siltation on Cucamonga Creek. Compliance with the WQMP mandates on preventing any hydrologic conditions of concern (HCOC) on downstream facilities would prevent erosion or siltation at downstream drainage channels. No significant adverse impacts to drainage patterns on the site or changes in the course of downstream channels are expected with the proposed Amendment or future residential development on the site.

Increase in Surface Runoff *(Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?)*

Runoff Volumes

Future residential development would change the existing hydrology of the site through the addition of impervious surface (buildings, roads, driveways, parking areas, pathways, etc.), resulting in increases in runoff volumes and the reduction in ground percolation. The increase in runoff volumes could result in the potential for water ponding, sheetflow, and runoff into adjacent properties. As discussed above, in accordance with City regulations, future residential development would have to provide for conveyance of on-site runoff to the City's existing storm drainage facilities in the project area, as well as the construction of the needed improvements to the infrastructure system to ensure adequate runoff conveyance and prevention of flood hazards.

Runoff from the site would need to be directed into inlets, catch basins, and curbs and gutters and into the storm drain line on Old Guasti Road that would have to be constructed to serve the site. Connection of this line to the existing 84-inch pipe that joins the Cucamonga Creek farther southwest would eliminate existing flood hazards along the UPRR tracks and prevent flood hazards on-site by conveying runoff from the site into the regional system.

Minor changes to flows within downstream rivers, streams, or channels are expected, due to the size of the site when compared to the total size of the tributary area of Cucamonga Creek and the Santa Ana River drainage watershed. Runoff from the site would also not be large enough to affect the course of Cucamonga Creek, Mill Creek, the Santa Ana River or any other stream or river. Less than significant adverse impacts are expected.

City requirements for the provision of private and public open space areas for multi-family residential uses would reduce the amount of paved surfaces on the site, over those anticipated with future office uses. The decrease in runoff volume would reduce the demand for downstream capacity in Cucamonga Creek, Mill Creek, and the Santa Ana River.

Sources of Polluted Runoff

As discussed above, construction activities associated with future residential development would lead to pollutants entering the storm drainage system. Future development will need to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities on sites of one acre or more. The SWPPP would identify erosion, sedimentation and pollution control measures that would be implemented during construction activities, to minimize the discharge of pollutants into the stormwater and existing drainage channels to the maximum extent practicable.

Stormwater and wastewater from occupancy of future residential uses could also generate pollutants that may enter the storm drain system. Development projects that would generate urban runoff pollutants are required under the NPDES to prepare and implement a Water Quality Management Plan (WQMP), which identifies the site design, source control and treatment control best management practices (BMPs) that would effectively prohibit non-stormwater discharges from entering into the storm drain system and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible.

A Water Quality Management Plan (WQMP) would have to be prepared for future residential development, which will identify post-construction source control, site design, and treatment control BMPs that would be implemented as part of future development. The BMPs would reduce pollutants in the stormwater, prior to conveyance into the regional storm drain system.

Compliance with the NPDES through the implementation of a SWPPP and WQMP, as standard conditions, would reduce impacts associated with increases in runoff and pollutant sources. Impacts would be less than significant.

Change in Water Quality *(Would the project otherwise substantially degrade water quality?)*

The site and the surrounding area are not identified in TOP as overlying groundwater aquifers with high nitrate concentrations or plumes of contaminated groundwater. No impact on these groundwater concerns would occur with the proposed Amendment.

RWQCB's *Water Quality Control Plan for the Santa Ana River* provides water quality standards for water resources in the region and an implementation plan to maintain these standards. The Plan discusses the existing water quality, beneficial uses of the ground and surface waters, and local water quality conditions and problems. The Plan also sets water quality goals and is used as a basis for the basin's regulatory programs.

As indicated earlier, the project site drains into the Cucamonga Creek, Prado Lake, the Santa Ana River, and the Pacific Ocean. Cucamonga Creek is not listed as an impaired water body under Section 303(d) of the Clean Water Act (CWA). Prado Lake is listed as an impaired water body due to nutrients from non-point sources. The segment of the Santa Ana River downstream of Prado Lake is not listed as an impaired water body.

Future residential development on the project site would generate nutrients that could add to the impairment of Prado Lake. However, these nutrients would enter Cucamonga Creek, which is not an impaired body. Also, the NPDES requires that future development prepare and implement a Water Quality Management Plan (WQMP), which would identify site design, source control and treatment control best management practices (BMPs) that would effectively prohibit non-stormwater discharges from entering into the storm drain system. This would ensure that no conflict with the Water Quality Control Plan for the Santa Ana River would occur with future residential development. Implementation of BMPs in the SWPPP for future development would also reduce stormwater pollutants during construction. No substantial degradation of water quality is expected. Impacts related to water quality would be less than significant.

Flood Hazards (*Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?)*

A portion of the project site is located within the 100-year floodplain, as shown in FEMA Flood Insurance Rate Maps. This flood hazard is due to the lack of storm drain infrastructure, rather than overflows along the drainage channel. Thus, future residential development under the proposed Amendment could be subject to flood hazards. This is considered a significant adverse impact.

Impact 4.8.2: Future residential development would be exposed to on-site flood hazards.

City regulations require future residential development to construct the necessary storm drain infrastructure to convey stormwater from the site into the City's storm drain system. This would include the grading of building pads to direct stormwater runoff into the proposed on-site

drainage system of curbs and gutters, storm drain lines, and stormwater treatment control facilities. Storm drainage improvements would eliminate the flood hazards on-site, as well as the potential for flooding downstream areas of the site.

Inundation Hazards *(Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or, inundation by seiche, tsunami, or mudflow?)*

The project site is located outside the dam inundation area of the San Antonio Dam or other upstream dams. Thus, no hazards from dam inundation are expected to affect future residential development on the site. Also, the project site and the surrounding areas are located inland and would not be subject to tsunami hazards. The project area has a relatively flat topography; and there are no hillside areas nearby, which may create mudflow hazards. In addition, there are no large open bodies of water near the project site, which may lead to seiche hazards. Therefore, there would be no risk of significant loss, injury, or death involving inundation by seiche, tsunami, or mudflow to future residential development on the site. No impacts are expected.

4.8.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area could lead to changes in water quality due to activities that may generate urban contaminants. Compliance with NPDES requirements related to filing a Notice of Intent and implementation of a SWPPP are expected to prevent degradation of stormwater quality during construction. Mitigation for on-site measures to reduce the load strength of sewage was also recommended. Impacts were expected to be acceptable after mitigation.

The EIR also indicated that flood hazards are present at the southern section of the Specific Plan area and discussed the needed storm drain infrastructure to serve future development. Construction of the storm drain lines to serve the Specific Plan area would eliminate flood hazards on or near the project site. Construction of a 66-inch storm drain line on Old Guasti Road is expected to eliminate flood hazards on or near the project site. It did not identify dam inundation hazards, tsunami, seiche, tsunami, or mudflow hazards in the Specific Plan area. It estimated the water consumption from future development within the Specific Plan area and indicated that future development would need to implement water conservation measures recommended by the Department of Water Resources.

> *Consistent with the EIR for the Specific Plan, future residential development under the proposed Amendment would generate pollutants that may affect stormwater quality and would need to comply with NPDES mandates. Also, flood hazards on-site remain the same, with housing units and households now to be exposed to these hazards, under*

the proposed Amendment. Storm drain improvements would be needed to eliminate flood hazards, based on revised estimates of runoff from the site.

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. The PAP for each Planning Area shall include a detailed discussion of drainage system requirements, phasing and financing that will be prepared to the satisfaction of the City.

2. Construction of required storm drain improvements within the Project Areas shall be the responsibility of the applicant.

3. Prior to the issuance of any building permit in the Project Area, required drainage system improvements consistent with the City Master Plan of Drainage shall be in place.

4. Precise drainage system requirements will be determined during specific project design review. Drainage design requirements will be subject to the provisions of site plan review by the City of Ontario.

5. Prior to the issuance of any building permit in the Project Area, the applicant must obtain a General Construction Activity Storm Water Runoff Permit from the State Water Resources Control Board. A notice of Intent, in additional to applicable fees, must be submitted at least thirty (30) days prior to initiation of construction activity on the site.

   These mitigation measures remain applicable to future residential development under the proposed Specific Plan Amendment and have been included as a standard condition and mitigation.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan stated that drainage patterns would change as natural sheet flow is conveyed into a controlled drainage collection system. Increases in runoff volume would exceed capacities of the existing drainage infrastructure and infrastructure improvements are needed, along with the implementation of mitigation measures in the Specific Plan EIR. The EIR stated that urban runoff would contain pollutants and compliance with the NPDES would be necessary.

The EIR identified the same flood hazard between Old Guasti Road and the UPRR tracks. New development and rehabilitation would be exposed to these hazards. Mitigation is provided to eliminate flood hazards and reduce exposure of property and structures to flood hazards. It estimated water consumption from existing uses and projected buildout. Water system improvements and water conservation measures were included as mitigation. No dam inundation hazards, tsunami, seiche or mudflow hazards are present within the Redevelopment Project Area.

Consistent with the EIR for the Redevelopment Plan, future residential development would generate pollutants that may affect stormwater quality and would need to comply with NPDES mandates. Also, flood hazards on-site remain the same, with housing units and households now to be exposed to these hazards, under the proposed Amendment. Storm drain improvements would be needed to eliminate flood hazards.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. Flooding

   Implementation of the following mitigation measures would reduce flooding impacts to less than significant levels:

   - Per the Guasti Specific Plan, all on-site drainage facilities will be designed to handle 25-year and 100-year flow. Similarly, all facilities associated with new development in Plan Areas A and C should be sized for maximum flow conditions during a 100-year storm event.
   - All development proposals should be reviewed to ensure that the site plans reflect thoughtful design that minimize the potential for flood zone impacts and avoids placement of property and structures in areas vulnerable to flooding. For example, individual projects should locate parking areas toward the south when feasible.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

2. Drainage Infrastructure

   Implementation of the following mitigation measures would ensure that impacts to infrastructure systems would be less than significant.

   - Precise drainage system requirements will be determined during specific project design review. Drainage design requirements will be subject to the provisions of site plan review by the City of Ontario.
   - Prior to the issuance of any building permit in the Project Area, the applicant must obtain a General Construction Activity Storm Water Runoff Permit from the State Water Resources Control Board. A Notice of Intent, in addition to applicable fees, must be submitted at least thirty (30) days prior to initiation of construction activity on the site.
   - For the Redevelopment Plan, each Planning Area shall include a detailed discussion of drainage system requirements, phasing and financing.
   - Construction of required storm drain improvements within the Project Area shall be the responsibility of the individual project developers.
   - Prior to issuance of any building permit for developments within the Project Area, required drainage system improvements consistent with the City Master Plan of Drainage shall be in place.

   This mitigation includes measures similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment. These have been included as standard conditions and mitigation.

3. Runoff

   Although the City requires design review, the following mitigation measures are recommended to ensure that the implementation of the Redevelopment Plan would not significantly impact drainage systems.

   - Precise drainage system requirements will be determined during specific project design review. Drainage design requirements will be subject to the provisions of site plan review by the City of Ontario.
   - Prior to issuance of any building permit in the Project Area, the applicant must obtain a General Construction Activity Storm Water Runoff Permit from the State Water

Resources Control Board. A Notice of Intent, in addition to applicable fees, must be submitted at least thirty (30) days prior to initiation of construction activity on the site.

- For the finalized Redevelopment Plan, each Plan Area shall include a detailed discussion of drainage system requirements, phasing and financing that will be prepared to the satisfaction of the City.
- Construction of required storm drain improvements within the Redevelopment Project Area shall be the responsibility of the individual project developers.
- Prior to issuance of any building permit for developments within the Project Area, required drainage system improvements consistent with the City Master Plan of Drainage shall be in place
- If off-site drainage system improvements are required, such improvements would be subject to approvals of the County of San Bernardino Transportation/Flood Control Department and/or the U.S. Army Corps of Engineers.

This mitigation includes measures similar to those in the Specific Plan EIR and under Drainage Infrastructure above. They remain applicable to future residential development under the proposed Specific Plan Amendment, except for the last bullet. Applicable measures have been included as standard conditions and mitigation.

4.8.5 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard conditions would prevent adverse impacts related to hydrology and stormwater quality:

Standard Condition 4.8.1: Future residential development shall comply with Title 6, Chapter 6 (Stormwater Drainage System) of the Ontario Municipal Code and the NPDES General Permit for Construction Activity, which requires projects on one acre or more to notify the RWQCB and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities. SWPPPs shall be prepared for each construction phase or construction area.

Standard Condition 4.8.2: Future residential development shall comply with Title 6, Chapter 6 (Stormwater Drainage System) of the Ontario Municipal Code and the NPDES Permit for the Area-wide Urban Stormwater Runoff Management Program regarding the implementation of source and treatment control measures and other best management practices for long-term stormwater pollutant mitigation, as contained in the project's Water Quality Management Plan (WQMP) and as approved by the City.

Standard Condition 4.8.3: Future residential development shall construct the necessary on-site and off-site storm drain infrastructure to connect to the City of Ontario's storm drainage system and prevent the creation of flood hazards on-site and in downstream areas, as approved by the City Engineer.

Standard Condition 4.8.4: The project shall pay storm drain impact fees, as required by the City.

Mitigation Measures

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following mitigation measures shall be implemented as part of future residential development:

Mitigation Measure 4.8.1: To ensure that adequate storm drainage is provided to future residential development:

1. The PAP for each Planning Area shall include a detailed discussion of drainage system requirements, phasing, and financing that will be prepared to the satisfaction of the City.
2. Construction of required storm drain improvements shall be the responsibility of the project developer.
3. Prior to the issuance of any building permit, required drainage system improvements consistent with the City Master Plan of Drainage shall be in place.
4. Precise drainage system requirements shall be determined during specific project design review. Drainage design requirements shall be subject to the provisions of site plan review by the City of Ontario.
5. In accordance with the Ontario Municipal Code, the storm drainage design shall provide for the proper drainage of the site and all improvements therein, based on the runoff that can be anticipated from ultimate development of the watershed area in which the site is located. Stormwater detention measures shall be provided when required by the City Engineer to reduce any adverse effects of increased runoff from development on downstream properties.

Mitigation Measure 4.8.2: To prevent flood hazards, all on-site drainage facilities shall be designed to handle 25-year and 100-year flows. All facilities shall be sized for maximum flow conditions during a 100-year storm event. Future residential development shall be reviewed and approved by the City Engineer to ensure that the site plan reflects thoughtful design that minimizes the potential for flood zone impacts and avoids placement of property and structures in areas vulnerable to flooding. For example, parking areas shall be located toward the south, when feasible.

4.8.6 Unavoidable Significant Adverse Impacts

Future residential development under the proposed Guasti Plaza Specific Plan Amendment would increase off-site runoff volumes; would have the potential to generate stormwater pollutants; and would be exposed to on-site flood hazards. However, no significant adverse impacts on hydrology, water quality, and flooding are anticipated with implementation of the standard conditions and mitigation measures above. Thus, no unavoidable significant adverse impacts are expected after mitigation.

Section 4.9: Biological Resources

A Biological Resources Assessment was prepared by SWCA and DEA in January 2009, which identifies existing plant and animal life on the site, as well as analyzes the project's potential impacts on sensitive biological resources. This assessment is provided in Appendix H of this SEIR and the findings are summarized below.

4.9.1 Environmental Setting

The City of Ontario is located in a valley area that connects montane areas to the north, desert areas to the east and coastal areas to the west. The transition of physically distinct environments creates an "ecotone" environment, which is characterized by two or more ecosystems that overlap, creating an increased diversity of species and a unique habitat arrangement.

On-site topography is relatively flat, with elevation changes of 20 to 30 feet across the Specific Plan area. The project site is surrounded by a mix of commercial and industrial development, along with large areas of highly disturbed or abandoned agricultural lands. It supports highly disturbed ruderal habitat, with scattered native and ornamental trees throughout. The site and the surrounding area have been extensively developed as a vineyard and winery for over 100 years and contained a large number of structures, until their demolition in early 2008. The area is now actively managed for weed abatement and vector control, with several areas having been recently disked or slashed at the time of the site visit. Past grading activities have resulted in areas of soil mounding, with construction debris piles scattered throughout the site.

Existing Vegetation

Due to the high levels of historical development and ongoing disturbance, the project site does not contain any areas of natural habitat. Habitats identified within the project site are shown in Figure 4.9-1, *On-site Vegetation*, with land area occupied by the biotic habitats provided in Table 4.9-1, *Biotic Habitats*.

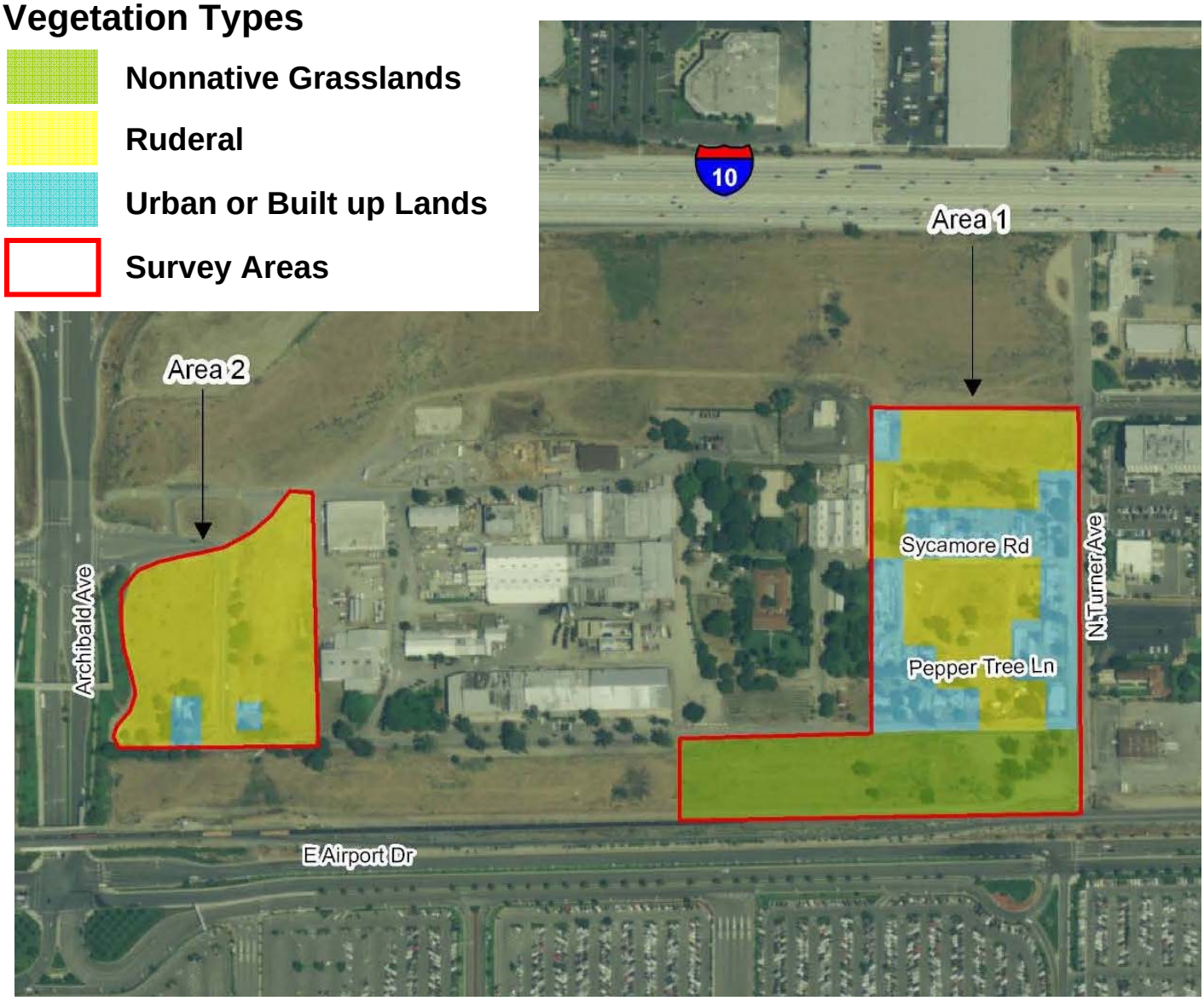
TABLE 4.9-1
BIOTIC HABITATS

Habitats	Area 1	Area 2	Total Acres*
Ruderal	5.78	5.86	11.64
Nonnative Grassland	5.24	0	5.24
Urban or Built-Up	4.65	0.35	5.00
Total	**15.67**	**6.21**	**21.88**

* Difference to actual site area due to survey estimates.
Source: Biological Resources Assessment, 2009

Ruderal Habitat - Ruderal habitats on the project site are highly disturbed through historical and current land use activities. *A*reas without existing development are actively managed for weed abatement and vector control by an ongoing program of frequent disking. This has resulted in a poorly structured soil profile and a high proportion of non-native weedy plant species. A number of ornamental trees are also present. Approximately 11.64 acres of ruderal habitat was observed, with 5.78 acres west of Turner Avenue and 5.86 acres near Archibald Avenue, and approximately 0.25 acre of piled debris throughout the site.

Common plant species observed included the common horseweed (*Conyza canadensis*), Coulter's horseweed (*Conyza coulteri*), common sunflower (*Helianthus annuus*), tumbling oracle



Source: Biological Assessment, 2009

N

Figure 4.9-1
On-site Vegetation

Guasti Plaza Specific Plan Amendment
Supplemental EIR

(*Atriplex rosea*), lambsquarters (*Chenopodium album*), Russian thistle (*Salsola tragus*), red-stemmed filaree (*Erodium cicutarium*), and puncture vine (*tribulus terrestris*). Common wildlife observed within the ruderal habitat areas included the side-blotched lizard (*Uta stansburiana*), house finch (*Carpodacus mexicanus*), mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), and white-tailed antelope squirrel (*Ammospermophilus leucurus*)/ California ground squirrel (*Otospermophilus beecheyi)*.

Nonnative Grasslands - Within the project site, nonnative grassland habitat occurs south of Old Guasti Road along the UPRR right-of-way on approximately 5.24 acres (including approximately 0.5 acre of piled debris). Common plant species found within the nonnative grassland habitat include short-podded mustard (*Hirschfeldia incana*), London rocket (*Sisymbrium irio*), tumbling oracle, cheeseweed (*Malva parviflora*), and red brome grass (*Bromus madritensis* ssp. *rubens*). A number of large trees, including the ornamental mimosa tree (*Albizzia julibrissin*), California pepper tree (*Schinus molle*), and river red gum (*Eucalyptus camaldulensis*) were also found in this habitat. Wildlife observed within the nonnative grassland habitat areas included the side-blotched lizard, American crow (*Corvus brachyrhynchos*), and mourning dove. A red-tailed hawk (*Buteo jamaicensis*) was also observed perching in a large red gum during the survey.

Urban or Built-Up Lands – Urban and built-up lands include the old winery buildings and residential cottages, internal roadways, utility infrastructure, and cleared areas. Approximately 4.65 acres are occupied by structures and other urban or built-up land west of Turner Avenue (along the alignment of Pepper Tree Lane) and 0.35 acre is occupied by 2 residential structures east of Archibald Avenue. The habitat value of these lands is generally poor due to the high levels of activity on the site and the lack of substantial vegetative cover.

Plants

A total of 45 plant species were observed and identified within the project site during general botanical surveys. Twenty-six plant families were represented, with 10 native species and 35 nonnative (71%) species. No special-status plant species were observed or detected. Table 4.9-2, *Plant Species*, lists the plant species that were observed or detected on the project site.

TABLE 4.9-2
PLANT SPECIES

Common Name	Scientific Name	Family	Vegetation Community	
			Ruderal	Nonnative Grasslands
Dicots				
California Pepper Tree *	*Schinus molle*	Anacardiaceae	X	X
Oleander *	*Nerium oleander*	Apocynaceae	X	
Algerian Ivy*	*Hedera canariensis*	Araliaceae	X	
English Ivy*	*Hedera helix*		X	
Brass Buttons*	*Cotula spp.*	Asteraceae	X	
Common Horseweed *	*Conyza canadensis*		X	
Coulter's Horseweed *	*Conyza coulteri*		X	
Common Sunflower *	*Helianthus annuus*		X	
Telegraph Weed	*Heterotheca grandiflora*		X	
Golden Crownbeard*	*Verbesina enceloides*		X	

TABLE 4.9-2
PLANT SPECIES

Common Name	Scientific Name	Family	Vegetation Community	
			Ruderal	Nonnative Grasslands
Dicots				
Short-podded Mustard *	*Hirschfeldia incana*	Brassicaceae		X
London Rocket*	*Sisymbrium irio*		X	X
Peruvian Tree Cactus*	*Cereus spp.*	Cactaceae	X	
Mission Fig*	*Opuntia ficus-indica*		X	
Tumbling Oracle*	*Atriplex rosea*	Chenopodiaceae	X	X
Lambsquarters*	*Chenopodium album*		X	
Russian Thistle*	*Salsola tragus*		X	X
Goosefoot	*Chenopodium spp.*		X	
Strawberry Tree*	*Arbutus unedo*	Ericaceae	X	
Mimosa Tree*	*Albizzia julibrissin*	Fabaceae	X	X
Carob Tree*	*Ceratonia siliqua*		X	
Red-stemmed Filaree*	*Erodium cicutarium*	Geraniaceae	X	
American Sweet Gum *	*Liquidambar styraciflua*	Hamamelidaceae	X	
Cheeseweed*	*Malva parviflora*	Malvaceae		X
River Red Gum *	*Eucalyptus camaldulensis*	Myrtaceae	X	X
Silver Dollar Gum *	*Eucalyptus polyanthemos*		X	
Edible Fig *	*Ficus carica*	Moraceae	X	
Fig (resprout)*	*Ficus spp.*		X	
Fruitless Mulberry	*Morus alba*		X	
Bougainvillea*	*Bougainvillea spp.*	Nyctaginaceae	X	
Cut-leaved Evening Primrose	*Oenothera laciniata*	Oenothera	X	
Suncups	*Camissonia spp.*	Onagraceae	X	
Firethorn*	*Pyracantha coccinea*	Rosaceae	X	
Lemon Tree	*Citrus limon*	Rutaceae	X	
Chinese Tree-of-Heaven*	*Ailanthus altissima*	Simaroubaceae	X	
False Jimson Weed	*Datura wrightii*	Solanaceae	X	
Tree Tobacco*	*Nicotiana glauca*		X	
Puncture Vine *	*Tribulus terrestris*	Zygophyllaceae	X	
Monocots				
Ornamental Yucca	*Yucca* spp.	Agavaceae	X	
California Fan Palm	*Washingtonia filifera*	Arecaceae	X	
Mexican Fan Palm *	*Washingtonia robusta*			
Red Brome*	*Bromus madritensis* ssp. *rubens*	Poaceae	X	X
Saltgrass	*Distichlis spicata*		X	
Mediterranean Schismus *	*Schismus barbatus*		X	
Purple Needlegrass	*Stipa pulchra*		X	
Gymnosperms				
Mediterranean Cypress *	*Cupressus sempervirens*	Cupressaceae	X	

*Nonnative Plant Taxa
Source: Biological Resources Assessment, 2009

Wildlife

Wildlife species observed during the surveys were limited to common reptile, bird, and mammal species. No special-status wildlife species were observed. Table 4.9-3, *Wildlife Species,* lists the wildlife species that were observed or detected on the project site.

TABLE 4.9-3
WILDLIFE SPECIES

Common Name	Scientific Name	Sighting Conditions	Record Type	
			Observed	Detected
Reptiles				
Side-blotched lizard	*Uta stansburiana*	Occurs throughout site near debris piles, rubble, and dense vegetation.	X	
Birds				
American Crow	*Corvus brachyrhynchos*	Several birds perching in mature trees (Eucalypts) throughout the project site.	X	
Brewer's Blackbird	*Euphagus cyanocephalus*	Small group of birds perched on a vacant winery building in southwest of project site (3-5 birds).	X	
House Finch	*Carpodacus mexicanus*	Large numbers scattered throughout ruderal areas of the project site. High concentration within Tumbling Oracle and Russian Thistle stands (seeds).	X	
Mourning Dove	*Zenaida macroura*	Number of birds identified feeding throughout the project site.	X	
Northern Mockingbird	*Mimus polyglottos*	Conspicuous species found on high perch/fencing locations near brushy areas on the project site.	X	
Red-tailed Hawk	*Buteo jamaicensis*	One bird spotted in a high stag of a eucalyptus tree overlooking railroad right-of-way on project site.	X	
Mammals				
Antelope Ground Squirrel/ California ground squirrel	*Ammospermophilus leucurus* / *Otospermophilus beecheyi*	Two animals observed scurrying between dirt mounds near abandoned residences	X	
Source: Biological Resources Assessment, 2009				

Sensitive Plant Species

Sensitive plant species identified in the area through CNDDB and CNPS Rare Plant Inventory searches were determined to either be "absent" or "not likely to occur" on the site due to the lack of records for occurrence in the surrounding area; potential habitat on the site was determined to be to be marginal, limited, or otherwise unfavorable; or the site is not likely provide suitable habitat for a sustaining population of the species. No special-status plant species were observed on the site and none are expected to occur within the project site.

Sensitive Animal Species

Several sensitive animal species have either been observed within the project site (present), or their occurrence potential was assessed as "may occur" within the project area due to the presence of suitable habitat and recent local records in the project area vicinity. These include:

- Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)
- Burrowing owl (*Athene cunicularia*)
- California mastiff bat (*Eumops perotis californicus*)

Delhi Sands Flower-Loving Fly – The project site is mapped within the Ontario Recovery Unit of the Final Recovery Plan for the federally endangered Delhi sands flower-loving fly. Additionally, Delhi fine sand soils that underlie the site are an important habitat component for the Delhi sands flower-loving fly. There is one recent record from 2002 of this species within 5 miles of the project site. Potential habitat for the Delhi sands flower-loving fly includes 5.24 acres of undeveloped nonnative grassland habitat on Delhi soils located south of Old Guasti Road. This area is dominated by dense nonnative vegetation and has a history of intensive land uses that included agriculture. This has altered the underlying soils to a degree that it no longer provides suitable habitat for the fly.

Burrowing Owl - The burrowing owl is a California Species of Special Concern and occurs primarily in agricultural and grassland areas of interior and coastal valleys. There are 10 recent records of this species within 5 miles of the project site. Suitable foraging and nesting habitat for burrowing owl occurs over much of the project site, within the nonnative grassland and ruderal habitats. Thus, while burrowing owls were not observed on-site, they may forage and nest within the site.

California Mastiff Bat – The California mastiff bat is a California Species of Special Concern. This species is the largest North American bat, with a wingspan of more than 22 inches. They are found in rocky areas and cliff faces, roosting in cliff crevices and buildings throughout Southern California, Arizona, and Mexico. There is one recent record of this species within 5 miles of the project site. Suitable roosting habitat exists in the trees and abandoned structures at the project site. In addition, the project site also provides suitable foraging habitat for the bat.

Nesting Migratory and Native Avian Species - Appropriate nesting habitat for birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513 occurs over most of the project site. Suitable nesting and foraging habitat includes the ruderal and grassland habitats, as well as trees and structures on the site.

Wetland Areas

No wetlands or other waters of the U.S. or of the State were identified within or adjacent to the project site.

Mature Trees

Preservation and maintenance of parkway trees are regulated by City Municipal Code Title 10, Parks and Recreation, Chapter 2: Parkway Trees. Trees within the project site have been fenced for preservation or boxed for transplanting to ensure project compliance with the City's Municipal Code and the tree preservation program in the Guasti Plaza Specific Plan. Trees observed on-site and their preservation statuses are listed below:

- California pepper tree (*Schinus molle*) – fenced for preservation
- Peruvian tree cactus (*Cereus* spp.) – boxed for transplant
- Strawberry tree (*Arbutus unedo*) – open ground

- Mimosa tree (*Albizzia julibrissin*) – fenced for preservation
- Carob tree (*Ceratonia siliqua*) – boxed for transplant
- American sweet gum (*Liquidambar styraciflua*) – fenced for preservation
- River red gum (*Eucalyptus camuldulensis*) – select specimens fenced for preservation
- Silver dollar gum (*Eucalyptus polyanthemos*) – fenced for preservation
- Edible fig (*Ficus carica*) – boxed for transplant
- Fruitless mulberry (*Morus alba*) – fenced for preservation
- Lemon tree (*Citrus limon*) – fenced for preservation
- Chinese Tree-of-Heaven (*Ailanthus altissima*) – ornamental trees near residences
- California fan palm (*Washingtonia filifera*) – open ground under management
- Mexican fan palm (*Washingtonia robusta*) – open ground under management
- Mediterranean cypress (*Cupressus sempervirens*) – boxed for transplant

Wildlife Corridors

Wildlife movement corridors are linear features that connect at least two significant habitat areas to each other, thereby reducing the effects of fragmentation and allowing the movement of species between larger habitat areas, in order to accommodate sustainable wildlife populations and promote genetic and species diversity. Wildlife corridors promote gene flow; allow re-colonization of areas following catastrophic events such as fire; prevent the loss of large animals by linking suitable habitat areas; and help ensure the survival of native species that cannot compete with more aggressive nonnative species in fragmented habitats.

The Specific Plan area and the site are bordered on all sides by urban development and highly disturbed undeveloped parcels that do not support any native habitats. Although the project site may facilitate the movements of wildlife between undeveloped parcels to the north, west, and south, it does not serve as the sole property linking habitats in the area. Therefore, the project site itself does not serve as an important wildlife corridor. Also, the San Bernardino County General Plan does not identify a wildlife corridor on or near the site.

Habitat Conservation Plan

There is no Natural Community Conservation Plan (NCCP), Habitat Conservation Plan (HCP), or other regional conservation plan that covers the project site or the surrounding area. Designated habitat for sensitive species have been identified in other areas of San Bernardino County and individual development projects in the region have established conservation areas at various locations to mitigate impacts to sensitive biological resources.

There is one HCP in the City of Ontario: the Oakmont Industrial Group HCP, located in the eastern portion of the City. The Oakmont Industrial Group HCP covers approximately 10 acres at the northwest corner of Milliken Avenue and Greystone Drive, between Ontario Boulevard and State Route (SR) 60 Freeway. This area has been set aside by the USFWS for Delhi sands flower-loving fly habitat restoration. It is located approximately 3 miles southeast of the project site.

4.9.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on biological resources, if its implementation results in any of the following:

- Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;
- Has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or, conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.9.3 Environmental Impacts

The proposed Amendment would create an overlay zone which would allow the development of 500 dwelling units on the site or 450,000 square feet of office uses. Future residential development within the overlay zone would result in the disturbance and removal of existing vegetation and animal habitats on the site.

Sensitive Species *(Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?)*

Vegetation Removal
Future residential development would result in the removal of nonnative grassland and ruderal habitat areas, relocation of trees, and disturbance of existing structures. These habitats are not considered sensitive and impacts to vegetation communities would be less than significant. However, loss of on-site vegetation would contribute to the loss of habitat for sensitive species.

Sensitive Species
No sensitive plant species occur or have the potential to occur within the project site. Therefore, no impacts to sensitive plant species are expected from future residential development or the proposed Amendment. However, sensitive animal species that use on-site habitats may be adversely affected.

The nonnative grassland and ruderal habitat on-site may serve as foraging and nesting sites for the western burrowing owl, a California Species of Special Concern. Clearing of the site for construction would lead to the removal of the vegetation and small mammal burrows and other artificial features, including several debris piles, which potentially provide burrowing and nesting habitat for burrowing owls. Potential adverse impacts to burrowing owls include the loss of foraging, burrowing, and nesting sites for the owls. This may occur from:

- Disturbance within 50 meters (approximately 160 feet) of burrows, which may result in the harassment of owls at occupied burrows
- Destruction of natural and artificial burrows (culverts, concrete slabs, and debris piles that provide shelter to burrowing owls)
- Destruction and/or degradation of foraging habitat adjacent (within 100 meters) of an occupied burrow

This is considered a significant adverse impact.

Impact 4.9.1: Ground disturbance and removal of on-site vegetation could lead to the disturbance or destruction of burrowing owls.

To adequately determine the presence/absence of the burrowing owl on the project site, winter and breeding season surveys for the burrowing owl, as well as pre-construction surveys would have to be conducted. In the event that burrowing owls are determined to occur on the project site, mitigation for habitat loss shall be implemented as set forth in the prevailing guidance document for the species. This would include a 50-meter buffer to be marked around the nesting burrow and avoided until the end of the breeding season (August 31) or until it has been determined by a qualified biologist that the adults and young have dispersed; the acquisition and protection of off-site habitat to offset the loss of foraging and burrowing/breeding habitat on the project site, with the enhancement of existing unsuitable burrows or creation of artificial burrows at a ratio of 2:1 on the protected land site; and/or eviction of non-breeding burrowing owls, as outlined in the CDFG's Staff Report on Burrowing Owl Mitigation (1995).

Trees and abandoned structures serve as roosting sites for the California mastiff bat, a California Species of Special Concern. On-site vegetation also provides suitable foraging habitat for the bat. Relocation of the trees, clearing of the site, and reconstruction of the historical structures would lead to the disturbance of the mastiff bat and removal of foraging areas for the bat. Thus, potential adverse impacts to the California mastiff bat would occur with future residential development. This is considered a significant adverse impact.

Impact 4.9.2: Tree relocation, structure rehabilitation, and removal of on-site vegetation could lead to the disturbance or destruction of the California mastiff bat.

Measures to protect the California mastiff bat need to be implemented as part of future residential development. This includes a pre-construction survey and protection of nursery roosts and immature bats. If nursery roosts that contain immature bats are discovered during the preconstruction survey, the roosts shall be protected until the young are able to fly.

The undeveloped areas of the site that may contain Delhi sands are highly disturbed due to recent demolition and land clearing activities, as well as ongoing weed management. Thus, no suitable habitat for the Delhi sands flower-loving fly is present and no impacts to the fly are expected with future residential development.

The project area provides suitable nesting habitat for nesting avian species. Construction activities associated with future residential development would result in ground disturbance and the removal of on-site vegetation, which could impact migratory birds. Abandonment or destruction of an active nest or the destruction of eggs or young of any protected avian species, including special-status species, is considered a significant adverse impact.

Impact 4.9.3: Future residential development has the potential to impact avian species, including special-status avian species that inhabit and nest on the site or areas near the site during the breeding season.

Timing ground clearing and construction activities outside the bird breeding season, survey of nests during the breeding season, and protection of occupied nests would avoid impacts on breeding birds. If nests are discovered, a qualified biologist shall remove the nests only after it has been determined that the nest is not active (i.e., the nest does not contain eggs, nor is an adult actively brooding on the nest). Any active non-raptor nests identified on the project site or within 300 feet of the project site shall be marked with a 300-foot buffer, and the buffer area would need to be avoided by construction activities until a qualified biologist determines that the chicks have fledged. Active raptor nests on the project site or within 500 feet of the project site shall be marked with a 500-foot buffer and the buffer avoided until a qualified biologist determines that the chicks have fledged.

Riparian Habitats and Wetlands *(Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?)*

No sensitive natural communities and riparian areas, including natural drainage channels or streams, are present on or near the site. Thus, no impacts to riparian habitats or wetlands would occur with future residential development.

Wetlands *(Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?)*

No wetlands or other waters of the U.S. or of the State were identified within or adjacent to the project site. No impacts to these habitats are expected to occur as part of future residential development.

Wildlife Corridors *(Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?)*

While the site is largely vacant at this time, it was developed with several structures and roads as part of the historic Guasti community until recently. The site did not serve as a wildlife corridor and does not provide linkages between wildlife habitat areas that may be separated by rugged terrain, vegetation changes, urban development, or human disturbance.

There are vacant areas to the north and west of the site, but Turner Avenue and urban development (office buildings) are present to the east. The I-10 Freeway is located approximately 700 feet to the north and the UPRR tracks and the airport are south of the site. In addition, the vacant area to the north is separated from the site by new Guasti Road, which runs along the northern boundary of the site and the Guasti Mansion and grounds are present to the west. Thus, the site does not function as a wildlife corridor nor is it part of a major wildlife corridor in the region.

Future residential development on the site is not expected to affect wildlife migration or block a regional wildlife corridor. No adverse impacts are expected.

Habitat Conservation Plans or Local Preservation Plans *(Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or, conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?)*

There is no adopted habitat conservation plan or natural community conservation plan for the site or the Guasti Specific Plan area. No biological resources that could be subject to habitat conservation are present on the site or in the surrounding area. Thus, no conflict with a habitat conservation plan or natural community conservation plan is expected with the proposed Amendment or future residential development on the site.

Tree Preservation *(Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?)*

The existing tree preservation program in the Guasti Plaza Specific Plan seeks to protect and preserve mature trees within the project area. This program has been implemented through protective fencing and future transplanting of mature trees within the Specific Plan area, including the site. No additional impacts are expected to occur as a result of future residential development. Eventual transplant of the boxed trees as part of future development on the site or the adjacent areas of the Specific Plan would prevent any adverse impacts to mature trees. No significant adverse impacts are expected.

4.9.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan stated that no native plant species or communities are present in the area, as the vineyard and introduced trees make up the majority of plants in the Specific Plan area. Future development is not expected to have a significant adverse impact on native plant and animal species. However, existing trees contribute to the historic character of the area and an aggressive tree preservation program is included in the Specific Plan. The EIR did not identify wetland habitats, wildlife migration corridors, or any adopted habitat conservation plan in the Specific Plan area.

> *Future residential development would lead to the same disturbance of existing trees and would need to comply with the Specific Plan's tree preservation program and the mitigation measure in the previous EIR. In addition, potential impacts to sensitive animal species are identified above.*

A mitigation measure was provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to issuance of any grading or building permit, the applicant shall submit a comprehensive landscape maintenance program developed by a City approved, certified arborist, to Public Facilities Development for review and approval. The recommendations of the arborist shall be implemented to the satisfaction of Public Facilities Development.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The Biological Assessment prepared for the Guasti Redevelopment Plan identified on-site vegetation as ornamental landscaping, vineyard, ruderal habitat and non-native grassland. The EIR for the Guasti Redevelopment Plan analyzed the potential impacts to sensitive species, such as the Delhi Sands Flower-loving Fly (DSF), the San Bernardino Kangaroo Rat (SBKR), burrowing owl, raptors, and other sensitive species. Mitigation for the DSF, SBKR, burrowing owl, raptors, and other sensitive species were included in the EIR.

The EIR indicated that there are no riparian areas, wetlands, habitat conservation plan, or regional wildlife corridors are present in the area. There are numerous trees in the Project Area, but these are common species not protected by regulation or policy. Compliance with mitigation in the Specific Plan EIR and the tree preservation program in the Specific Plan was called for.

Consistent with the EIR for the Guasti Redevelopment Plan, the project site is not identified to contain potential DSF habitat. However, burrowing owl and California mastiff bat habitats have been identified on the site, as discussed above.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan:

1. <u>Delhi Sands Flower-Loving Fly</u>
   The USFWS prepared presence/absence survey guidelines for the DSF in December 1996. In general, the guidelines maintain that in order to fully determine the presence or absence of DSF such that the results are acceptable to the service, a survey following these guidelines must be conducted. The guidelines require that surveys be conducted in all areas containing or potentially containing Delhi sands twice weekly (2 days per week) during the annual flight period from August 1 to September 20 for two consecutive years. USFWS requires that a qualified biologist with a current section 10(a) endangered species recovery permit conduct all surveys.

   Individual projects situated within the undeveloped areas designated on Appendix E-2, Figure 5, will have protocol surveys conducted on them prior to any soil disturbance

   Should the presence of DSF be found on the site as a result of focused protocol surveys, the project applicant will be required to enter into negotiation with USFWS as appropriate to determine mitigation measures. No individual of the species may be taken without the authorization of the United States Fish and Wildlife Service.

The project site is not located in areas identified as undeveloped and potential DSF habitat, as shown in Figure 4.9-2, which is Figure 5 of the Redevelopment Plan EIR. With the highly disturbed conditions at the site, potential habitat for the DSF is not present and this mitigation is not applicable to future residential development on the site.

2. San Bernardino Kangaroo Rat, Northwestern San Diego Pocket Mouse, Los Angeles Pocket Mouse

As described, each of these small mammal species has a moderate to high potential of occurring on the project site. In order to avoid potentially significant impacts to either of these special-status species, individual projects within currently undeveloped areas will be surveyed (Appendix E-2, Figure 5).

Presence or absence of these species can be effectively determined by conducting a live-trapping program. A qualified biologist (trapping for San Bernardino Kangaroo Rat requires a Section 10(a) permit) will set out a series of live capture traps in appropriate habitat for eight consecutive nights. Though these species can potentially be active throughout the year, it is recommended that surveys be conducted between April and October in order to avoid inclement or cold whether that could potentially result in loss of animals in traps.

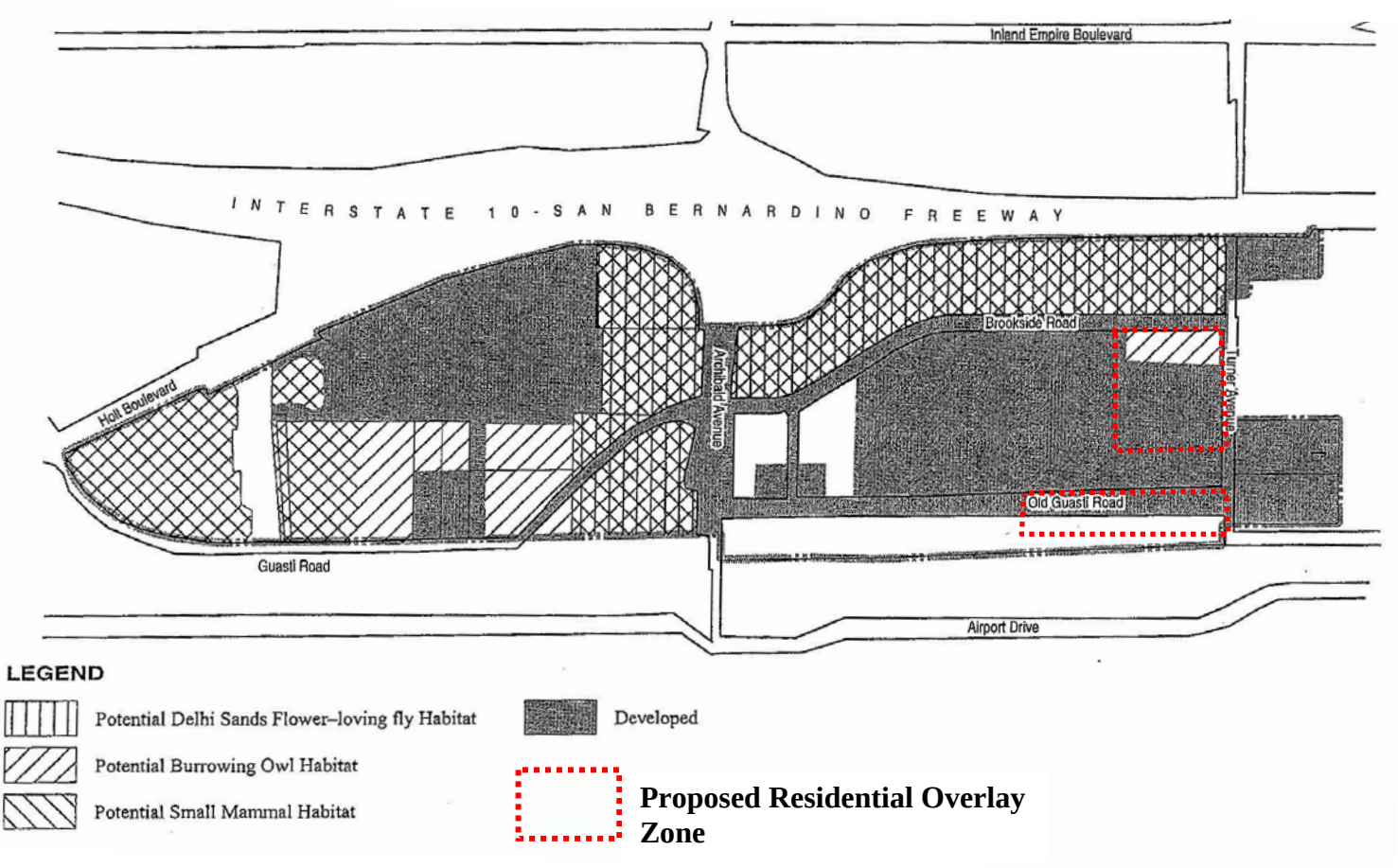
Should the presence of endangered or special-status species be found on the site as a result of focused protocol surveys, the project applicant will be required to enter into negotiation with USFWS, or Stated Department of Fish and Game (DFG) as appropriate to determine mitigation measures. No individual animal may be relocated or taken without the authorization of appropriate agency.

The project site is not located in areas identified as undeveloped and potential SBKR, NSDPM or LAPM habitat, as shown in Figure 4.9-2, which is Figure 5 of the Redevelopment Plan EIR. This mitigation is not applicable to future residential development on the site.

3. Cooper's Hawk, Golden Eagle, Loggerhead Shrike

Regulatory agencies are primarily concerned with impacts to these species while actively nesting. Foraging birds present on a given site are expected to disperse to other areas should that site be developed. However, nesting birds, eggs, and young can be impacted and are protected under the migratory bird treaty act.

In order to avoid significant impacts to these species, all shrub and tree removal scheduled between early February and late July will be preceded by a nesting bird survey. Generally within 15 days of grubbing, grading, or other vegetation removal, a qualified biologist will survey all existing suitable habitats for nesting birds. If nests are found, they should be fenced off from disturbance at a distance of 300 feet for raptors and 50 feet for any other species. Barriers will remain in place until all young birds have fledged or the nests are determined by the biologist to no longer be active.



Source: Guasti Redevelopment Plan EIR

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Figure 4.9-2
Special Status Specific Survey Areas
Guasti Plaza Specific Plan Amendment Supplemental EIR

Should the presence of endangered or special-status species be found on the site as a result of focused protocol surveys, the project applicant will be required to enter into negotiation with USFWS, or Stated Department of Fish and Game (DFG) as appropriate to determine mitigation measures. No individual animal may be relocated or taken without the authorization of appropriate agency.

This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

4. Burrowing Owl

Presence/absence survey techniques for burrowing owls have been developed that are currently acceptable to USFWS and California Department of Fish and Game. Generally, all areas supporting suitable habitat will be surveyed during daylight hours (Appendix E-2, Figure 5). Burrows of suitable size should be evaluated for the presence of owl sign (pellets, fecal material, feathers, prey remains). Any potentially suitable burrows will be flagged and surveyed again at dusk.

It is generally acceptable to have a qualified biologist passively/exclude burrowing owls that are not currently nesting from an occupied site. Nesting burrowing owls must be left unmolested until such time that young have fledged or a qualified biologist has determined the nest is no longer active.

The northeastern corner of the project site is located in areas identified as potential BUOW habitat, as shown in Figure 5 of the Redevelopment Plan EIR. Based on the discussion above, this mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

5. Sensitive Species

Prior to issuance of permits for individual projects within the project area, a biological reconnaissance shall be completed to ensure no changes to the biological resources have occurred since the completion of previous surveys.

Should the presence of endangered or special-status species be found on the site as a result of focused protocol surveys, the project applicant will be required to enter into negotiation with USFWS, or State Department of Fish and Game (DFG) as appropriate to determine mitigation measures. No individual animal may be relocated or taken without the authorization of appropriate agency.

This mitigation has been implemented as part of the EIR process for the proposed Specific Plan Amendment. However, should development occur after 2 years of the latest biological assessment, a new assessment shall be performed.

6. Tree Removal

Prior to the issuance of any grading or building permit, the applicant shall submit a comprehensive landscape maintenance program developed by a City approved, certified arborist, to Public Facilities Development for review and approval. To the extent feasible, mature trees should be maintained and incorporated into the landscape program. The recommendations of the arborist shall be implemented to the satisfaction of Public Facilities Development.

This mitigation is similar to the measure in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment.

7. Landscape Guidelines
Landscape Guidelines for the Guasti Plaza portion of Plan Area B shall be in accordance with the mitigation measures and conditions of the Guasti Plaza Specific Plan. Landscape Guidelines for all other portions of the Project Area, including Plan Areas A and C and the remainder of Plan Area B should parallel to the extent feasible those guidelines establish for Guasti Plaza.

This mitigation is contained in the Specific Plan and is applicable to future residential development under the proposed Specific Plan Amendment as a standard condition.

4.9.5 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard condition would prevent adverse impacts on existing trees:

Standard Condition 4.9.1: Future residential development shall comply with the Landscape Guidelines in the Guasti Plaza Specific Plan.

Mitigation Measures

The following mitigation measures would prevent significant adverse impacts on sensitive animal species that inhabit the site:

Mitigation Measure 4.9.1: The project site shall be surveyed for the presence of the burrowing owl during the winter season (between December 1 and January 31) to determine whether wintering burrowing owls occur on the site, and during the peak of the breeding season (between April 15 and July 15) to determine whether burrowing owls nest on the site. The surveys shall be conducted within one calendar year before the initiation of ground-disturbing activities associated with future residential development. Regardless of the results of the focused surveys, a preconstruction survey for burrowing owls shall also be conducted within 30 days of the initiation of ground-disturbing activities on the site, per the guidelines of the CDFG.

If burrowing owls are determined to occur within the project site during either focused or preconstruction surveys, mitigation shall include the acquisition and protection of off-site habitat to offset the loss of foraging and burrowing/breeding habitat on the project site. A minimum of 6.5 acres of foraging habitat (based on providing a 100-yard foraging radius around the burrow) per pair or unpaired resident bird shall be permanently protected. The protected lands shall be within the vicinity of the project site and in suitable habitat at a location approved by the CDFG. Any occupied burrows within the project site that will be destroyed shall be mitigated through enhancement of existing unsuitable burrows or creation of artificial burrows at a ratio of 2:1 on the protected land site.

If, during the preconstruction survey, burrowing owls are determined to occur on the project site or within 50 meters of the site, a 50-meter buffer shall be marked around the nesting burrow and avoided until the end of the breeding season (August 31) or until it has been determined by a qualified biologist that the adults and young have dispersed from the project area or buffer. Monitoring of the buffer by a qualified biologist would ensure that construction activities do not impact the breeding owls.

If burrowing owls are discovered within the project site during the pre-construction survey outside of the nesting season, a 50-meter buffer shall be marked around the occupied burrow and avoided until it has been determined by a qualified biologist that the owl has dispersed from the project site. Monitoring of the buffer by a qualified biologist would ensure that construction activities do not impact the owl prior to its dispersal from the site. Alternatively, eviction of non-breeding burrowing owls may be considered, as outlined in the CDFG's Staff Report on Burrowing Owl Mitigation (1995).

Mitigation Measure 4.9.2: Construction activities shall avoid work on structures and large trees during the bat breeding season (June 1 through November 30). If this is not practical, then a preconstruction survey shall be conducted by a qualified biologist prior to any work on existing structures or removal of large trees where bat nursery roosts may be located. If nursery roosts that contain immature bats are discovered during the preconstruction survey, the roosts shall be protected until the young are able to fly.

Mitigation Measure 4.9.3: Ground-disturbing and vegetation removal activities associated with construction on the project site shall be performed outside of the breeding season for birds or between September 1 and January 31. If these activities cannot be implemented during this time period, the developer shall retain a qualified biologist to perform preconstruction nest surveys to identify active nests within and adjacent to (up to 500 feet) the project site.

If the preconstruction survey is conducted early in the nesting season (February 1 to March 15) and nests are discovered, a qualified biologist shall remove the nests only after it has been determined that the nest is not active (i.e., the nest does not contain eggs, nor is an adult actively brooding on the nest). Any active non-raptor nests identified on the project site or within 300 feet of the project site shall be marked with a 300-foot buffer, and the buffer area would need to be avoided by construction activities until a qualified biologist determines that the chicks have fledged. Active raptor nests on the project site or within 500 feet of the project site shall be marked with a 500-foot buffer and the buffer avoided until a qualified biologist determines that the chicks have fledged. If the 300-foot buffer for non-raptor nests or 500-foot buffer for raptor nests cannot be avoided during construction on the project site, the developer shall retain a qualified biologist to monitor the nests on a daily basis during construction to ensure that the nests do not fail as the result of noise generated by the construction. The biological monitor shall have the authority to halt construction if the construction activities cause negative effects, such as the adults abandoning the nest or chicks falling from the nest.

Mitigation Measure 4.9.4: Prior to issuance of any grading or building permit, the applicant shall submit a comprehensive landscape maintenance program developed by a City approved, certified arborist, to Public Facilities Development for review and approval. The recommendations of the arborist shall be implemented to the satisfaction of Public Facilities Development.

Mitigation Measure 4.9-5: Prior to issuance of permits for individual projects within the project area, a biological reconnaissance shall be completed to ensure no changes to the biological resources have occurred if the most recent survey (2009) is at least 2 years old.

Should the presence of endangered or special-status species be found on the site as a result of focused protocol surveys, the project applicant will be required to enter into negotiation with the USFWS and/or State Department of Fish and Game (CDFG) to determine appropriate mitigation measures. No individual animal may be relocated or taken without the authorization of the appropriate agency.

4.9.6 Unavoidable Significant Adverse Impacts

Future residential development would lead to the loss of existing vegetation and habitats on the site, to be replaced with residential structures, relocated structures, on-site amenities, pavements and landscaped areas. Mitigation measures are recommended to reduce impacts associated with the loss of existing plant communities and habitat for the burrowing owl, California mastiff bat, and nesting birds, along with other mitigation in the previous EIRs. Compliance with the tree preservation program and landscape guidelines in the Guasti Plaza Specific Plan and implementation of the mitigation measures above will reduce impacts to sensitive biological resources to below a level of significance. No significant unavoidable adverse impacts are expected after mitigation.

Section 4.10: Cultural Resources

4.10.1 Environmental Setting

The City of Ontario contains cultural and historical resources associated with developments during the early Model Colony period, which was generally before 1910. The project site was part of the historic Guasti community, and existing structures on the site have been determined to be historically significant.

Historical Overview

In 1875, the Southern Pacific Railroad (now Union Pacific Railroad) tracks were built from San Gabriel to San Bernardino. In 1887, a rail depot and post office were built along the railroad at the southeastern corner of the project site. A hotel, store, stable, telegraph, and homes soon followed. The town was called Zucker, in honor of the first Postmaster – Fred Zucker.

In 1900, Secondo Guasti bought the 1,500-acre townsite and established the Italian Vineyard Company. Approximately 4,500 additional acres were planted with vineyards to support Guasti's wine manufacturing business. In 1904, winery buildings were constructed and worker cottages built soon after. The Guasti community became a self-sufficient community, with a school, church, store, bakery, firehouse, workshops, and residences. In 1910, the town became known as Guasti. The Italian Vineyard Company became one of the leading grape-growing and wine-producing businesses in California and was the largest vineyard owned by a single company at that time. By 1920, more than 20,000 tons of grapes were harvested and the winery stored 2 million gallons. The mansion was completed in 1924, including the aviary, swimming pool and tennis court. The San Secondo D'Asti Church was built in 1926. During the Prohibition (1919 to 1933), the company survived by diversifying into other grape-related products. By 1935, it had as many as 650 men working during the harvest season. In 1942, Kaiser Steel bought a portion of the vineyard for the construction of the Fontana steel plant. After the war, Garrett and Company bought the vineyard and about 300 residents lived in the Guasti community.

The vineyard operations ceased in 1985 but the structures within the Guasti community remained, with some residential and warehouse structures remaining in use until 2007.

Archaeological Resources

During past surveys of the site and surrounding area, no prehistoric archaeological resources were identified. However, the potential for finding buried historic archaeological resources is present due to the location of the site within the historic Guasti community. Archaeological resources (such as privy deposits, including remnants of tools or household goods) have the potential to be present north of the cottages and near the location of the former railroad depot (southeast corner of the site).

Paleontological Resources

No paleontological resources have been identified in the City of Ontario, the Specific Plan area, or the site. The site is relatively flat and does not possess unique geologic features.

Historic Resources

The project site is located within the City's Proposed Guasti Historic District. There were a total of 55 structures within the Guasti community, only 4 of which were less than 45 years old. The vineyard, winery buildings, mansion, and other on-site improvements and landscaping contributed to the Guasti Winery being identified as a California Points of Interest.

Demolition of dilapidated structures and those not considered historically significant occurred in late 2007 and early 2008. This demolition included 25 structures on the project site, with 7 structures currently remaining on the site. The 5 existing residential bungalows, a firehouse, and the Guasti market building are considered historically significant and remain along the alignment of Pepper Tree Lane, north of Old Guasti Road and between proposed Residential Overlay Zone in Planning Areas 2 and 3 (see Exhibit 4.10-1).

Guasti Market (#11) - This 1-story building was designed by architects Morgan, Walls & Morgan and built around 1920. The building is rectangular and has a flat truss roof support system. The walls are hollow ceramic brick tile that were manufactured by the Alberhill Clay Mines near Lake Elsinore. The building has a full basement constructed from concrete, which form the foundation walls. Concrete steps lead to the primary front door, and a wood ramp leads to the rear entrance.

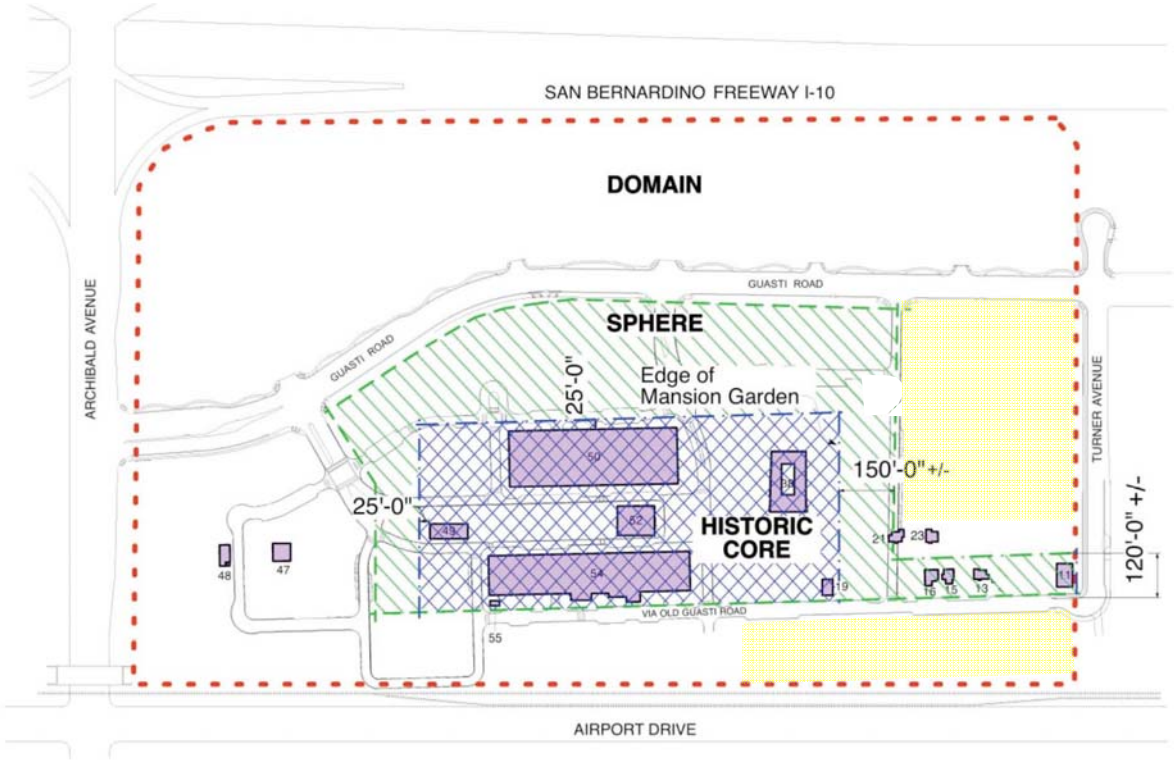
Gable House (#13) *(formerly at 181 Pepper Tree Lane)* - This cross–gable house has approximately 900 square feet of floor area and was built around 1900. The house is covered in narrow clapboard wood siding and board-and-batten siding. The building sits on a poured concrete foundation, with a small shed roof addition.

Hip House (#15) *(formerly at 178 Pepper Tree Lane)* – This bungalow is another one of 20, 4-room, wood-frame bungalows built for workers of the Italian Vineyard Company and was constructed around 1920. It is very similar to the hip house at 179 Pepper Tree Lane (#14), discussed above.

Hip House (#16) *(formerly at 177 Pepper Tree Lane)* – This bungalow was designed by architects Morgan, Walls & Morgan as part of 20, 4-room, wood-frame bungalows for the Italian Vineyard Company and was built around 1920. The small (650-square-foot), square residence is designed in a Vernacular Craftsman style and built on a poured concrete foundation with a medium-pitched pyramidal roof. It has wood frame double-hung sash windows and is clad in narrow clapboard with plain corner boards.

Firehouse (#19) - This tall one-story building was built around 1920. It has a gable roof and used to house the Italian Vineyard Company's firefighting equipment. The oversized firehouse doors are located on the north end, with a 16-foot long concrete ramp leading to the front doors. It is constructed of hollow clay tile bricks.

Hip House (#21) *(formerly at 196 Pepper Tree Lane)* – This bungalow was designed by architects Morgan, Walls & Morgan as part of 20, 4-room, wood-frame bungalows for the Italian Vineyard Company and was built around 1920. The small (650-square-foot) and square residence features a Vernacular Craftsman style, with a medium-pitched pyramidal roof. The house has wood frame double-hung sash windows, and is clad in narrow clapboard with plain corner boards.



LEGEND

- Historic Core
- Sphere
- Domain
- Proposed Residential Overlay Zone

Source: Guasti Plaza Specific Plan, 2010

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Figure 4.10-1
Remaining Historical Structures
Guasti Plaza Specific Plan Amendment
Supplemental EIR

Hip House (#23) *(formerly at 199 Pepper Tree Lane)* - This bungalow is another one of 20, 4-room, wood-frame bungalows for workers of the Italian Vineyard Company and was constructed around 1920. It is very similar to the hip house at 177 Pepper Tree Lane (#16), discussed above.

Other remaining structures outside the project site include 3 stone warehouses, a powerhouse, the Guasti Mansion, and a tasting room to the west and the San Secondo D'Asti Church (east of the Specific Plan area). Also, the Cooper's House and the Foreman's House remain at the western section of the Specific Plan area but are proposed to be relocated into the site.

Coopers House (#47) *(formerly at 9776 Guasti Road)* - This is a 1 ½-story residence that appears to have been built around the beginning of the 20th century. Its architecture features stylistic attributes of the Queen Anne and Shingle residential houses in a Vernacular interpretation. The main portion of the building has a wide gable roof structure. On the second floor, two large gable roof dormers that are connected in the middle to each other project from the southern roof slope. The veranda roof is supported by classical columns that sit on a solid porch railing. Large brackets support the roof edges on the upper level, while decorative trimmed rafter tails support the veranda roof. The building is clad in a wide shiplap siding, with the north wall covered with vertical boards. There is a brick chimney with a corbelled cap on the west side. This was the original manager's house, but was also used by the foreman of the cooperage shops, and later as a restaurant.

Foreman's House (#48) *(formerly at 9750 Guasti Road)* – This house was built around 1920 and is slightly larger than the hipped-roof cottages on the site. This small residence was designed in a Vernacular Craftsman style. It is clad in narrow clapboard, with plain corner boards and the roof on the main block is hipped and has closed eaves. The house has a red brick exterior chimney. A small, gable roof, single-car garage is located northwest of the house.

Native American Sacred Sites

Pursuant the Senate Bill (SB) 18, the City of Ontario sent letters to Native American tribes to request formal consultation on the presence of any Traditional Cultural Properties, Sacred Sites, and resource collecting areas in or near the project site, or any concern regarding the proposed Specific Plan Amendment. In response to the City's SB 18 consultation request, responses were received from three tribal stakeholders. The responses requested that a Native American monitor be present during grading activities; a qualified archaeologist assess any cultural resource that is encountered; a Native American monitor if cultural resources are found; compliance with State regulations when human remains are uncovered; and development of a Treatment Plan in coordination with the tribe if significant Native American cultural resources are found.

4.10.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on cultural resources, if its implementation results in any of the following:

- Causes a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Causes a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

- Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature; or,
- Disturbs any human remains, including those interred outside of formal cemeteries.

Based on the CEQA Guidelines Section 15064.5 Subsection (a)3, any object, building, structure, site, area, place, record or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the Lead Agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the Lead Agency to be "historically significant" if the resource meets the criteria for listing on the National Register of Historic Places and California Register of Historic Resources. The criteria for listing in the National Register of Historic Places include resources:

- That are associated with events that made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction; or
- That has yielded or may be likely to yield information important in prehistory or history.

The California Register of Historic Resources utilizes criteria that mirrors the National criteria and include any resource that:

- Is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded or may be likely to yield, information important in prehistory or history.

These thresholds were used to determine if there are important cultural resources on the site and if future residential development allowed under the proposed Amendment would adversely impact important cultural resources.

4.10.3 Environmental Impacts

Future residential development is not expected to lead to the demolition of existing historic structures on the site. The remaining structures have been determined to be historically significant and are proposed for rehabilitation and reuse, except for the US Post Office trailer which will be removed.

Archaeological Resources *(Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?)*

No prehistoric archaeological resources have been identified on the site or the surrounding area and extensive ground disturbance has occurred as part of recent demolition activities. However,

archaeological resources could be present in privy deposits located north of the cottages and near the location of the former railroad depot (southeastern corner of the site). Ground disturbance and excavation activities may lead to the discovery of privy deposits and the potential destruction of archaeological resources, resulting in significant adverse impacts.

Impact 4.10.1: Grading and excavation activities in the area north of the cottages and at the southeastern corner of the site near the UPRR railroad have the potential to impact unknown archaeological resources.

Monitoring of ground disturbance and excavation north of the cottages and at the southeastern corner of the site near the UPRR railroad would ensure that important cultural resources are identified prior to disturbance and destruction and that any important archaeological resources are preserved or protected, or that a mitigation plan is developed and implemented for the proper photograph, recordation, collection, and archival of collected materials.

Historical Resources *(Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?)*

Since the adoption of the Specific Plan, a number of structures have been demolished on the site and within the Specific Plan area. Fifteen of the 50 structures remain, with 7 structures on the eastern section of the Specific Plan area. The remaining structures on the site were part of the historic Guasti community and the Italian Vineyard Company, and have been determined to be historically significant.

Future residential development would result in the rehabilitation and reuse of the historic resources on the site, including the relocation and rehabilitation of 2 historic structures into the site. Relocation and rehabilitation efforts may affect the historical significance of the structures, resulting in the loss or reduction in the historic integrity and character of the Guasti community. This is considered a significant adverse impact.

Impact 4.10.2: Future residential development may lead to changes in the historical integrity of the existing structures to be rehabilitated or relocated and reused.

Measures to retain the historic element on the site and in the Specific Plan area have been developed as part of the Specific Plan and would have to be implemented as part of future residential development.

In accordance with the City's Historic Preservation Ordinance (Ordinance No. 2789, Article 26 of the City's Development Code), the City requires a Certificate of Appropriateness for any alteration, addition, rehabilitation, remodeling, or relocation of a historic resource even if the City requires no other permit. The Certificate of Appropriateness ensures that all proposed treatments and/or improvements will be compatible in design and will not have an adverse impact on the historic resource or the historic area. All proposed treatments shall be consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties for the preservation and conservation of the historic buildings, site features, and landscaping of the site.

A Conservation Plan has been established for the Guasti Plaza Specific Plan area to expedite the review process for the multiple historic resources within the project area, in place of individual Certificates of Appropriateness. The Conservation Plan discusses the historic significance of the Guasti community and confirms the historical significance of structures

proposed for preservation. It requires Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER) documentation for all structures and demolition salvage of items for later reuse into the project area. The plan also evaluates the current condition of historic structures that would be preserved and provides interim repair/treatment recommendations for each structure. It also identifies potential reuse; along with guidelines to follow for adaptive reuse. The Conservation Plan outlines the design review process for repairs, conservation and rehabilitation activities and calls for compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

This Conservation Plan will be implemented for the adaptive reuse of the historic structures that remain or that will be relocated into the site, so that the historic significance of the Guasti community would be preserved on the site and shared with future residents and visitors.

An interpretive program that includes a proposed on-site museum has also been developed, and would also contribute to the retention of the historical elements of the Guasti community. The Guasti Interpretative Plan (File No. PHP 08-034) provides guidelines for the integration of significant features into the streetscape and landscape of the historic Guasti area. It includes building identification, a self-guided walking tour, site feature plaques, artifact displays, on-site museum, photograph displays, a narrated video, and special events that would explain the historical significant of the Guasti community, identify major use zones in the area, identify individuals that had a major role in the historic community, provide information on winery operations and products at the Guasti community. This plan would be implemented on-site as part of the Guasti Plaza development. Figure 4.10-2, *Historical Building Relocation*, shows the proposed Interpretive Plan.

Paleontological Resources *(Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?)*

While the project site is highly disturbed and does not contain unique geologic features, the presence of paleontological resources cannot be precluded. Grading and excavation activities that extend into native soils have the potential to yield paleontological resources. Thus, potentially significant adverse impacts to unknown paleontological resources could occur.

Impact 4.10.3: Grading and excavation into native soils have the potential to impact unknown paleontological resources.

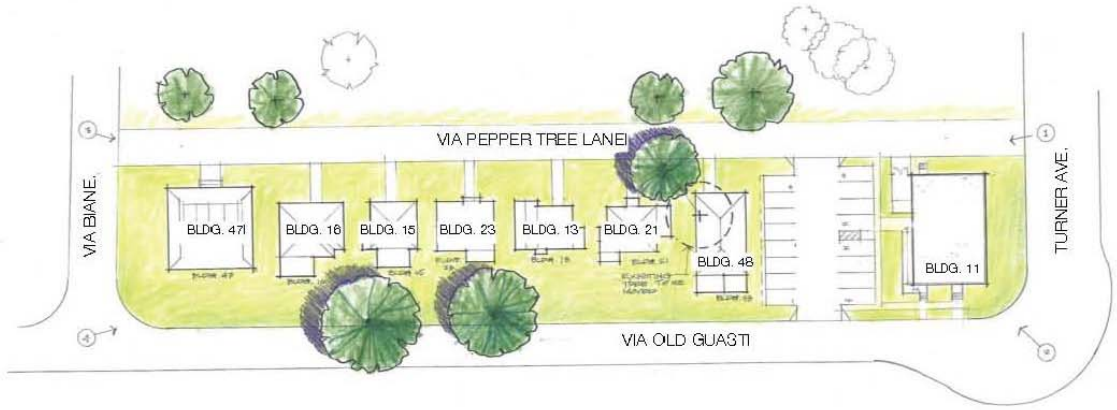
Monitoring of excavation activities that involve the disturbance of native soils will be necessary to ensure that important paleontological resources are not destroyed and that appropriate measures are taken for the proper recovery and curation of these resources, if found.

Human Remains *(Would the project disturb any human remains, including those interred outside of formal cemeteries?)*

There are no known cemeteries on or near the project site. Thus, a low potential for the discovery of human remains is expected on the site. However, should human remains be found, compliance with existing regulations is required.

The California Public Resources Code and Health and Safety Code dictate that if human remains are unearthed, no further disturbance shall occur until the County Coroner is called and has made the necessary findings as to the origin and disposition of the remains.

AERIAL VIEW



SITE PLAN

Source: Guasti Plaza Specific Plan, 2010

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Figure 4.10-2
Historical Building Relocation

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Should human remains be determined to be Native American in origin, the Native American Heritage Commission and local tribes will be contacted for appropriate actions. Compliance with existing regulations regarding the disposition of human remains would prevent any adverse impacts on potential Native American sacred sites and burial grounds. Implementation of these State regulations as a standard condition would prevent adverse impacts associated with human remains.

Native American Sacred Sites

Native American tribes indicated that the site is within traditional tribal territory and Native American cultural resources may be present. Native American monitors during earth-moving activities on the site would ensure that no impacts to tribal resources occur. Should Native American cultural resources be found, a qualified archaeologist will need to assess the finds and consultation and coordination with the tribes would be needed. This impact has been discussed above and Native American requests have been included in the mitigation for the discovery of unknown archaeological resources.

4.10.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR

The EIR for the Guasti Plaza Specific Plan summarized the findings of the Cultural and Historic Resources Survey, which identified structures that would need to be retained as part of the Specific Plan implementation. While the Specific Plan seeks to preserve the historic character of the area, mitigation measures were outlined in the EIR to further reduce impacts to historical resources. Even then, unavoidable significant adverse impacts were expected.

The EIR indicated that historical archaeological deposits may be present at the northeastern and southeastern sections of the Specific Plan area. Mitigation measures were provided to include monitoring of ground disturbance activities and evaluating resources that may be uncovered. The EIR did not identify potential adverse impacts to paleontological resources.

> *Future residential development on the site would result in potential adverse impacts to historic resources on the site and to unknown archaeological and paleontological resources, similar to impacts expected with planned office uses under the Guasti Plaza Specific Plan.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to the Project approval, the final *Guasti Plaza Specific Plan* shall be amended to include the following guidelines:
   - The project shall be sited so as to provide view corridors into the Historic Core from the I-10 Freeway, Airport Drive and Guasti Road.

This mitigation is not applicable to future residential development under the proposed Amendment because the project site is not located within the Historic Core and would not block views of the Guasti Mansion from the I-10 Freeway, Guasti Road or Airport Drive.

2. Prior to Development Advisory Board approval of any Planning Area Plan (PAP), documentation of the entire Guasti Community shall be completed according to Level 1, HABS/HAER standards, subject to review and approval of the Historic Preservation Commission. Once approved, a copy of the final HABS/HAER report and accompanying photographs and drawings shall be submitted to the Planning Department for subsequent release to the Model Colony History Room of the Ontario Main Library.

   This mitigation is near completion and remains applicable to future residential development under the proposed Amendment.

3. Prior to Development Advisory Board approval of any Planning Area Plan (PAP), a coordinated, on-site interpretive program for the entire Specific Plan area shall be submitted for review and comment of the Historic Preservation Commission. The interpretative program shall depict the heritage of the Guasti Community, using graphics, placards, photographs, representative plantings, and other methods.

   While the Guasti Interpretive Plan has been adopted, it has not been implemented. This mitigation remains applicable to future residential development under the proposed Amendment.

4. Prior to Development Advisory Board approval of any PAP, plans for the on-site enclosed museum depicting key aspects of the history of the site and its relationship to the growth and development of the local community shall be submitted for review and approval of the City Council.

   The on-site museum would be located on the site and this mitigation would be applicable to future residential development under the proposed Amendment.

5. Prior to Development Advisory Board approval of any PAP, the applicant shall submit a comprehensive site materials and furnishings program for the review and comment of the Historic Preservation Commission. The comprehensive site materials and furnishings program will encompass the entire Specific Plan area, and describe, at a minimum: materials for structures, fencing and appurtenances; signage treatments; lighting treatments; street furnishings, exterior pavement treatments; and landscape treatments.

   This mitigation remains applicable to future residential development under the proposed Amendment.

6. All new structures in the Specific Plan area shall be designed and constructed in a manner that conforms to and does not compromise the historic character of the Guasti Community and its structures. All new structures shall be consistent with the historic character in terms of scale, orientation, architectural details and ornamentation, and

materials. Prior to site plan review of any structure, the plans shall be submitted for review and comment of the Historic Preservation Commission.

This mitigation remains applicable to future residential development under the proposed Amendment.

7. Alteration of the existing stone warehouses shall be done in conformance with the Secretary of Interior's Standards for Rehabilitation. The gabled ends shall not be removed or visually altered, unless the Historic Preservation Commission finds an alternative treatment of the gabled ends to be acceptable.

   There are no stone warehouses on the site, thus, this mitigation is not applicable to future residential development under the proposed Amendment.

8. Prior to issuance of demolition permits for any portion of the proposed development, all necessary City approvals and permits for construction of the affected areas shall be secured.

   Demolition activities have been completed and this mitigation is not applicable to future residential development under the proposed Amendment.

9. Prior to issuance of any building permit, the applicant of each historic building to be rehabilitated, shall submit a structural analysis, including recommendations on seismic strengthening to bring each existing building to be retained into conformance with the Uniform Building Code or the State Historic Building Code. The recommendations shall be implemented as approved by the City's Building Official.

   This mitigation remains applicable to existing structures on the site or those to be relocated to the site that would be made part future residential development under the proposed Amendment.

The following mitigation measures (10 to 14) would be applicable only to the extent that the City selects to implement each policy:

10. Maintain Individual Landmark Buildings

    a. Prior to project review and approval, the City Council shall make findings to designate the two landmark buildings, the Guasti Mansion and the Old Winery Warehouse, as historic resources per the provisions of the City's Historic Preservation Ordinance No. 2509, and based on review and recommendations of the Historic Preservation Commission and others.

    Ordinance No. 2509 has been replaced by Ordinance No. 2789, as the City's Historic Preservation Ordinance. This mitigation is not applicable to the proposed Amendment since the Guasti Mansion and Old Winery Warehouse are not located on the site where future residential development would be allowed.

11. Maintain Contributing Features of the Historic District

a. Prior to Project review and approval, the Specific Plan shall be modified to ensure that all buildings are retained, except for buildings No.'s 41, 44, 46, 51 and 55 (as identified in Table 2).

b. Prior to Project review and approval, the City Council shall make findings to designate the Guasti Community as an Historic District or Historic Site per the provisions of the City's Historic Preservation Ordinance No. 2509, and based on review and recommendations of the Historic Preservation Commission and others.

Ordinance No. 2509 has been replaced by Ordinance No. 2789, as the City's Historic Preservation Ordinance. This mitigation has not been selected and several buildings listed above have been demolished within the Specific Plan Area. It is no longer applicable to future residential development under the proposed Amendment.

12. Maintain Essential Features of the Historic District

a. Prior to Project review and approval, the Specific Plan shall be modified to ensure that all buildings are retained, except for buildings No's 3, 4, 5, 6, 28, 29, 30, 37, 40, 41, 42, 43, 44, 45, 46, 51 and 55 (as identified in Table 2).

b. Prior to Project review and approval, the City Council shall make findings to designate the Guasti Community as an Historic District or Historic Site per the provisions of the City's Historic Preservation Ordinance No. 2509, and based on review and recommendations of the Historic Preservation Commission and others.

Ordinance No. 2509 has been replaced by Ordinance No. 2789, as the City's Historic Preservation Ordinance. This mitigation has not been selected and several buildings listed above have been demolished within the Specific Plan Area. It is no longer applicable to future residential development under the proposed Amendment.

13. Maintain Essential Character Elements of the Historic District

a. Prior to Project review and approval, the Specific Plan shall be modified to ensure that all buildings are retained, except for Buildings No's 3, 4, 5, 6, 7, 8, 9, 27, 28, 29, 30, 31, 32, 35, 36, 37, 40, 41, 42, 43, 44, 45, 46, 47, 48, 51 and 55 (as identified in Table 2).

This mitigation has not been selected and several buildings listed above have been demolished within the Specific Plan Area. It is no longer applicable to future residential development under the proposed Amendment.

14. Maintain Valuable Buildings of the Site

a. As a condition of a Project approval, the Specific Plan shall retain the following 14 buildings: Guasti Mansion (Building #38 of Table 2), Old Winery Warehouse (Building #54), stone warehouses (Buildings #50 and #52), Guasti Market (Building #11), Firehouse (Building #19), Powerhouse (Building #55), Cooperage Foreman's House (Building #47) and adjacent residence (Building #48), and the Worker's Cottages (Building #17, 18, 21, 22 and 23).

The Conservation Plan for the Guasti Plaza Specific Plan area has identified a different set of worker's cottages to be preserved due to the deterioration of Building #17, 18 and 22. Since existing structures on the site (Guasti Market, Firehouse and 5 cottages) would be rehabilitated and reused, this mitigation is applicable to future residential development under the proposed Amendment, but has been revised to reflect the existing buildings on the site.

15. Prior to issuance if any grading permit, the applicant shall submit written evidence to the Ontario Planning Department that a qualified archaeologist has been retained to conduct monitoring during all grading activities in the vicinity of the workmen's cottage area and the old railroad depot location.

    This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

16. If cultural resources are encountered during grading, all construction work in the vicinity must be halted and a qualified archaeologist retained to evaluate the significance of the find in accordance with federal, state and local laws.

    This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan indicated that future development and rehabilitation within the Project Area would affect significant historic resources at the Guasti winery and village. Adherence of the policies and programs in the Specific Plan and the mitigation measures in the Specific Plan EIR would reduce impacts to less than significant levels. The EIR indicated that no archaeological or paleontological resources are known to be present in the Project Area, but monitoring is recommended to prevent impacts to unknown resources.

Consistent with the EIR for the Redevelopment Plan and impacts expected from planned office uses on the site, future residential development under the proposed Amendment would comply with the programs in the Specific Plan and the mitigation measures in the Specific Plan EIR. Monitoring would also be conducted to prevent impacts to unknown archaeological or paleontological resources.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan:

1. <u>Historical Resources</u>
   The following mitigation measures are recommended and would minimize impacts to historic resources:
   - Adherence to the policies and implementation programs of the Guasti Plaza Specific Plan, and implementation of the adopted mitigation measures of the Guasti Plaza Specific Plan EIR, which address the protection and adaptive reuse of historic structures and resources would be required for development of that portion of the Plan Area B of the Project Area which lies within the Specific Plan boundary.
   - Should any new use be proposed for the Guasti Church, structural modifications and/or adaptive reuses shall be in accordance with the guidelines of the National Register of Historic Places.

Adherence to the historic preservation program of the Specific Plan would continue with future residential development under the proposed Specific Plan Amendment.

2. Paleontological and Archaeological Resources
   As a precautionary measure, the following mitigation is recommended to minimize unknown impacts due to the loss of unknown resources:
   - A qualified archaeologist shall be on-site for grading within the Project Area. Said archaeologist must have the authority to halt any activities adversely impacting any previously unidentified cultural deposits that may be uncovered during grading. The archaeologist must be afforded the opportunity to evaluate any additional finds and to complete the analysis in accordance with CEQA Guidelines, as amended. The area surrounding the Guasti Community may have buried artifacts that could be uncovered during grading and construction. When an archaeologist monitor is on-site, this monitor can observe the ground altering activities and inspect the areas for evidence of cultural activity and can then collect and catalogue any relevant artifacts prior to the continuation of construction activity. However, should more extensive resources be exposed, construction activity may be halted or redirected until more extensive study and any appropriate recovery plans can be completed.

   This mitigation is similar to mitigation measures in the Specific Plan EIR and remains applicable to future residential development under the proposed Amendment.

4.10.5 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard conditions would prevent adverse impacts related to the discovery of human remains and the historic preservation of the Guasti community:

Standard Condition 4.10.1: If human remains are encountered during excavation activities at the site, all work shall halt and the County Coroner shall be notified (Section 7050.5 of the Health and Safety Code). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code). The MLD will make his/her recommendation within 24 hours of their notification by the NAHC. The recommendation of the MLD shall be followed and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials.

Standard Condition 4.10.2: Future residential development shall adhere to the historic preservation policies and programs in the Guasti Plaza Specific Plan, as amended.

Standard Condition 4.10.3: Future residential development shall comply with the Conservation Plan for the adaptive reuse of historic structures.

Standard Condition 4.10.4: Future residential development shall implement the Guasti Interpretive Plan, as it relates to the reuse of historic structures, museum, walking tour, and other features along the Pepper Tree Lane corridor.

Mitigation Measures

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following mitigation measures shall be implemented as part of future residential development:

Mitigation Measure 4.10.1a: Prior to issuance if any grading permit, the applicant shall submit written evidence to the Ontario Planning Department that a qualified archaeologist has been retained to conduct monitoring during all grading activities in the vicinity of the workmen's cottage area and the old railroad depot location.

Mitigation Measure 4.10.1b: A qualified archaeologist shall be on-site to monitor grading and excavation activities north of the cottages and at the southeastern corner of the site near the UPRR railroad. The archaeologist shall have the authority to halt any activities adversely impacting any previously unidentified cultural deposits that may be uncovered during grading. Also, the following measures shall be made during monitoring:

- *Upon discovery of archaeological resources, an archaeologist meeting the Secretary of Interior's standards shall assess the find. The archaeologist shall evaluate the finds for significance and complete the analysis in accordance with the CEQA Guidelines, and applicable federal, state and local laws.*

- *Should extensive archaeological resources be exposed, construction activity shall be halted or redirected until more extensive study and any appropriate recovery/treatment plans can be completed.*

- *If significant Native American cultural resources are found, local tribes shall be contacted and the treatment plan be developed in coordination with the affected tribe and in accordance with Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines, to ensure mitigation below a level of significance.*

- *Mitigation for significant archaeological resources shall include avoidance of the site, on-site preservation of the resources, return of artifacts to tribe, photograph inventory, recordation, collection, and/or archival of collected materials and curation into a museum repository with permanent retrievable storage. The archaeologist shall obtain a written repository agreement in hand prior to the initiation of collection activities.*

- *After all monitoring activities, the archaeologist shall prepare a report of findings with an itemized inventory of specimens recovered. The report and inventory, when submitted to the City of Ontario (as the Lead Agency), will signify completion of the program to mitigate impacts to archaeological resources.*

Mitigation Measure 4.10.2a: Prior to issuance of the building permit for future residential development, a copy of the final HABS/HAER report and accompanying photographs and drawings shall be submitted to the Planning Department for subsequent release to the Model Colony History Room of the Ontario Main Library.

Mitigation Measure 4.10.2b: Prior to issuance of the building permit for future residential development, components of the Guasti Interpretive Plan that would be implemented (including the museum and walking tour) shall be made part of the development plans that would be submitted to the City for review and approval.

Mitigation Measure 4.10.2c: As part of the building application for historic structure rehabilitation, the applicant shall submit a comprehensive site materials and furnishings program for the review and comment of the Historic Preservation Commission. The comprehensive site materials and furnishings program will describe, at a minimum: materials for structures, fencing and appurtenances; signage treatments; lighting treatments; street furnishings, exterior pavement treatments; and landscape treatments, which are consistent with the Conservation Plan for the site and the Secretary of Interior's Standards for the Treatment of Historic Properties.

Mitigation Measure 4.10.2d: All new structures in the Specific Plan area shall be designed and constructed in a manner that conforms to and does not compromise the historic character of the Guasti Community and its structures. All new structures shall be consistent with the historic character in terms of scale, orientation, architectural details and ornamentation, and materials. This shall include appropriate setbacks between historic structures and new buildings. Prior to site plan review of any structure, the plans shall be submitted for review and comment of the Historic Preservation Commission.

Mitigation Measure 4.10.2e: Prior to issuance of any building permit, the applicant of each historic building to be rehabilitated, shall submit a structural analysis, including recommendations on seismic strengthening to bring each existing building to be retained into conformance with the California Building Code or the State Historic Building Code. The recommendations shall be implemented as approved by the City's Building Official.

Mitigation Measure 4.10.2f: As a condition of project approval, the Specific Plan shall retain the following buildings on-site: Guasti Market (Building #11), Firehouse (Building #19), Coopers House (Building #47) and adjacent Foreman's House (Building #48), and the Worker's Cottages (Building #13, 15, 16, 21 and 23).

Mitigation Measure 4.10.3: A paleontologic monitor shall be on-site to monitor excavation activities extending to estimated depths of 10 feet or more below the existing ground surface. The paleontologic monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall temporarily halt or divert equipment to allow the removal of abundant or large specimens and their evaluation for significance or potential of the site for additional fossil resources. Monitoring shall be reduced if

the potentially-fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. Also, the following measures shall be made during the monitoring of excavation activities on undisturbed native soils:

- *Upon discovery of specimens, preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates shall be made.*

- *Upon recovery of specimens, they shall be subject to identification and curation into a museum repository with permanent retrievable storage. The paleontologist shall obtain a written repository agreement in hand prior to the initiation of mitigation activities.*

- *After all monitoring activities, the paleontologist shall prepare a report of findings with an itemized inventory of specimens recovered. The report and inventory, when submitted to the City of Ontario (as the Lead Agency), will signify completion of the program to mitigate impacts to paleontologic resources.*

4.10.6 Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment may result in adverse impacts to cultural (historic, archaeological and paleontological) resources. Potentially significant adverse impacts to cultural resources can be prevented or reduced to less than significant levels by the implementation of the standard conditions and recommended mitigation measures outlined above. While the EIR for the Guasti Plaza Specific Plan identified unavoidable adverse impacts to cultural resources and past demolition activities have led to the loss of historical structures on the site and in the Guasti community, the existing structures on the project site are proposed for rehabilitation and reuse, as part of the Conservation Plan and Interpretive Plan that have been established for the Specific Plan area. Design and construction of new buildings in a manner that conforms to and does not compromise the historic character of the Guasti community and consistent with the historic character in terms of scale, orientation, architectural details and ornamentation, and materials would mitigate impacts to levels considered less than significant. No unavoidable significant adverse impacts are expected after mitigation.

Section 4.11: Public Services and Recreation

Public facilities and services are functions which serve residents on a community-wide basis. These functions include fire protection, law enforcement and police protection, educational services and schools, public parks and recreational facilities, and libraries. Future residential development allowed under the proposed overlay in the *Guasti Plaza Specific Plan Amendment* would require public services and/or use of public facilities. Figure 4.11-1, *Public Facilities*, shows the general location of police stations, fire stations, libraries, and schools serving the project area and within the City.

As part of the environmental review process, service providers were contacted to determine whether the proposed Amendment would have a significant adverse impact on existing public facilities and services. Appendix I includes copies of response letters received as a result of these inquiries.

4.11.1 Police Protection and Law Enforcement Services

Environmental Setting

The Ontario Police Department provides police protection and law enforcement services in the City with its main station located at 2500 Archibald Avenue, south of the Pomona (SR-60) Freeway. The Department has a full-time staff of 231 sworn law enforcement personnel and 116 non-sworn civilian support personnel. This translates to a police-to-population ratio of 1.34 officers per 1,000 residents, and a civilian personnel ratio of 0.68 employee per 1,000 residents.

Response time varies depending upon the nature of the call, as prioritized based upon the urgency of the incident. The average emergency call response time for the officer assigned to the project site is less than 5 minutes. Other response times vary depending on the level of priority in conjunction with the availability of an officer.

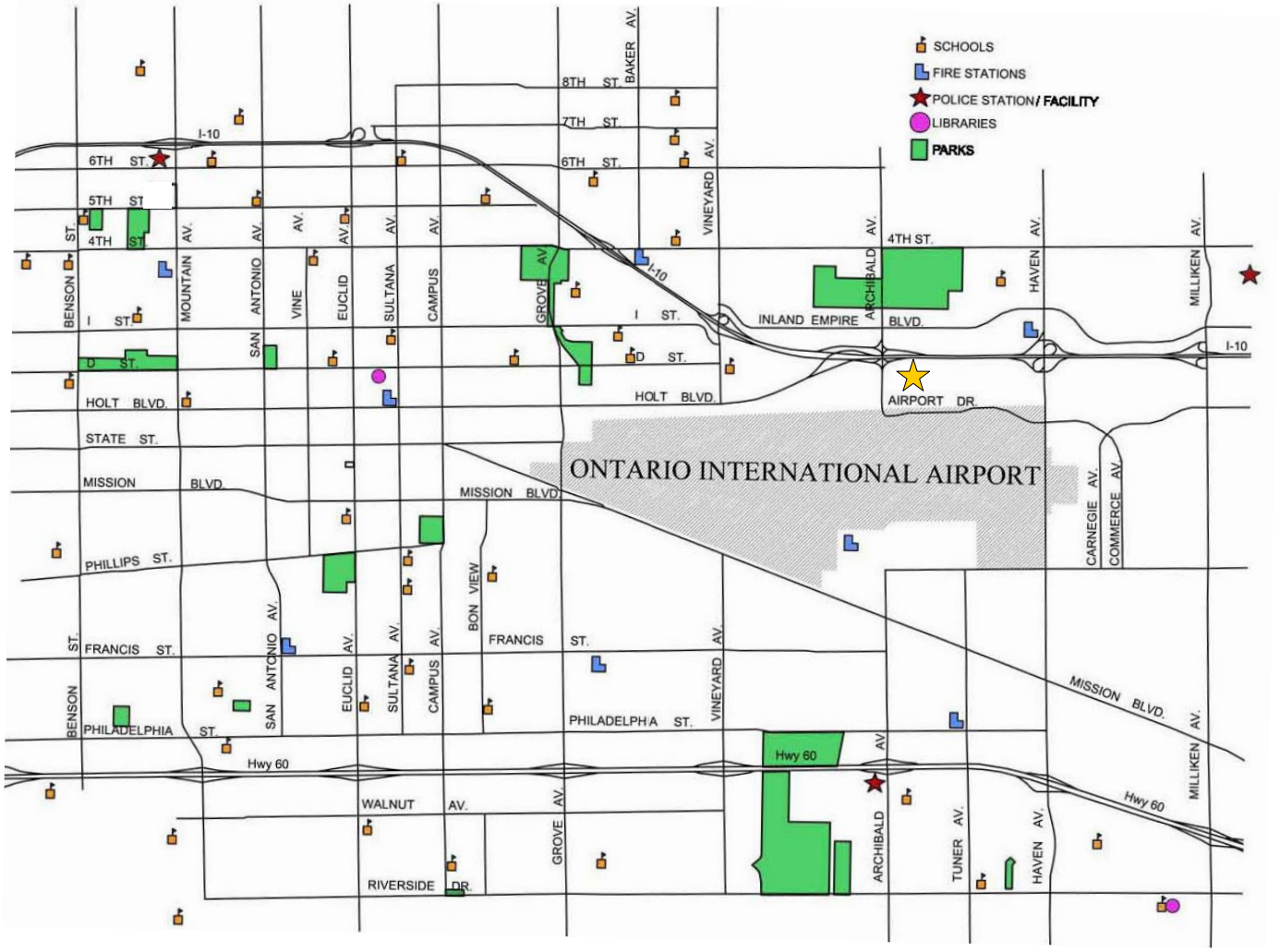
The Ontario Police Department has a mutual aid agreement with all adjacent cities as a primary resource and the County of San Bernardino Sheriff's Department as a secondary resource. The mutual aid agreements allow for combined or supplemental police services, if and when necessary. Such that, if the Ontario Police Department cannot manage, or does not have the resources alone to contain a situation, available police officers from nearby agencies would provide services under the mutual aid agreement. In addition, police services for the Ontario International Airport are provided by the Los Angeles World Airport.

Table 4.11-1, *Crime Incidence,* provides crime statistics for the City.

TABLE 4.11-1
CRIME INCIDENCE

Category	2003	2004	2005	2006	2007
Homicide	11	7	12	13	15
Rape	47	88	56	74	46
Robbery	323	352	294	418	351
Assault	523	543	504	506	442
Burglary	1,019	980	991	967	970
Larceny	4,331	4,053	3,714	3,592	3,551
Grand Theft Auto	2,122	2,058	2,039	1,778	1,329
Arson	123	69	84	56	52
Total	8,499	8,150	7,694	7,404	6,756

Source: California Department of Justice, Criminal Justice Statistics Center (for years 2003 – 2006) and U.S. Department of Justice, Criminal Justice Information Services Division (for year 2007)



★ **Guasti Plaza Specific Plan Area**

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Figure 4.11-1
Public Facilities

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Chainlink fencing surrounds the areas owned by Oliver McMillan and an on-site security guard is present at all times. In 2008, there were 26 calls for service to the Guasti Plaza, which included calls due to alarms, traffic violations, trespassing, vandalism, suspicious subjects and other concerns. The Police Department responded to all calls but only 5 cases were reported, which involved vehicle tampering, vandalism, theft, suicide, and parole violation.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as police protection.

Environmental Impacts

Future residential development would generate a demand for police protection and law enforcement services from the Ontario Police Department.

Police Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

Future residential uses under the proposed Amendment would create a demand for police protection services that does not currently occur with the site's largely vacant condition. The Police Department indicated that any increase in population density will likely increase the number of calls for service in the area. Actual crime occurrence cannot be predicted and would depend on the presence of criminal elements and the development's attraction for persons to commit a crime. However, the Police Department has indicated that the same calls for service as occurring now (burglar alarms, trespassing, theft, vandalism, and traffic violations) are expected with future residential development, added with domestic violence and residential burglary incidents. Future commercial uses would also increase calls for service due to the increase in the number of persons on the site. The density and activity of the population will determine the actual increase in the need for officers and professional staff (non-sworn). The demand for police services would require resources and facilities from the Ontario Police Department. However, the Ontario Police Department has indicated that no reduction in the current level of service is expected.

The Police Department stated that office space may be needed on-site to coordinate police involvement. This office space would be used to coordinate police involvement in the project area and could be associated with the security office housing the security operations for the entire complex. This need should be addressed in the master security plan that will be submitted for the overall project.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts,*

in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as police protection?)

The demand for police services that could be generated by future residential development would lead to the diversion of police officers from other areas of the City and an incremental increase in response times in the City. However, an accurate estimate of the potential increase in response times cannot be made since there are too many variables to consider. Rather, the Police Department will respond to calls for service as they occur and will be seeking to maintain the five-minute response time for all emergency calls. The Ontario Police Department has indicated that no reduction in the current level of service is expected with the proposal.

In accordance with Title 4, Chapter 11 (Security Standards for Buildings) of the Ontario Municipal Code, the Ontario Police Department requires new developments to implement various standards for the security of buildings; to deter crime; and to reduce the demand for police protection services. These standards address doors, roof openings, street addresses, lighting of parking areas, security fencing, helipads, radio systems, construction site, and security alarm systems. Future residential development will be required to submit a master security plan that shows compliance with these standards during the plan check process, for review and approval by the Police Department. Implementation of the security plan would reduce crime incidence at the site and demands on the Ontario Police Department.

Increases in traffic volumes on local streets would also increase the potential for vehicle accidents and demand for police services. Congestion and conflicts with pedestrian traffic could lead to accidents that the Ontario Police Department would have to respond to. The roadway improvements that would be implemented as part of future residential uses would facilitate traffic flow. Any increase in congestion and accidents is expected to be minor with the provision of traffic control in accordance with existing regulations, as discussed in Section 4.4, *Transportation and Circulation*.

The City also collects development impact fees to fund public services and facilities in the City, including law enforcement facilities; fire protection facilities; bridges, signals and roadways; storm drainage facilities; water distribution facilities; sewer collection facilities; solid waste collection equipment; general government facilities; library expansion facilities; public meeting facilities; aquatics center facilities; and parkland facilities and development. Future residential development would be required to pay development impact fees, which would proportionately fund the services of the Ontario Police Department. This would allow for the increase in the number of police officers and staff, as well as an increase in resources and expansion of facilities needed by the Police Department to adequately provide police protection and law enforcement services in the City. It is also anticipated that tax increment funds that would be generated by future residential development would provide annual funds for needed police services. Impacts related to altered facilities and services by the Ontario Police Department would be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard

conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan
The EIR for the Guasti Plaza Specific Plan indicated future development would increase demand for police services within the Specific Plan area. Security design measures and review by the Police Department are expected to reduce demand for police services to less than significant levels.

Consistent with the EIR for the Specific Plan, future residential development under the proposed Amendment would also create a demand for police services, similar to planned office uses under the Guasti Plaza Specific Plan.

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Input from the Ontario Police Department shall be solicited during the Project review process regarding measures for ensuring the safety and security of construction sites.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

2. Adequate security design measures shall be required for all new development, based on Police Department recommendations during each site plan review process.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR
The EIR for the Guasti Redevelopment Plan indicated that an increase in crimes and the demand for police services is expected with new development and redevelopment. Implementation of security design measures would reduce impacts to less than significant levels.

Consistent with the EIR for the Redevelopment Plan, future residential development under the proposed Amendment would also create a demand for police services, similar to planned office uses on the site.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which were similar to the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. <u>Police Protection Impact 3.9B-1</u>
   To assist with the provision of police service to the Project, the following mitigation measures will apply:
   - Input from the Ontario Police Department shall be solicited during the site-specific review process regarding measures for ensuring the safety and security of construction sites.
   - Adequate security design measures shall be required for all new development, based on Police Department recommendations during each site plan review process.

This mitigation is similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment, as standard conditions.

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard conditions are imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.11.1: Future residential development shall comply with the City's Building Security Ordinance No. 2482 (Title 4, Chapter 11 - Security Standards for Buildings - of the Ontario Municipal Code).

Standard Condition 4.11.2: Future residential development shall be subject to review and approval by the Ontario Police Department during each site plan review process, to identify measures for ensuring the safety and security of construction sites and the provision of adequate security design measures.

Standard Condition 4.11.3: Future residential development shall pay development impact fees, which would assist in funding public facility expansion and service improvements needed to provide adequate police protection and law enforcement services to the proposed project.

Mitigation Measures

Implementation of the standard conditions above would prevent significant adverse impacts on police protection and law enforcement services. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Review of building plans by the Ontario Police Department would ensure that future residential development complies with the City's Security Standards for Buildings; does not attract criminal elements; and deters crime. Payment of developer impact fees would also assist in funding the needed police services and service improvements needed to serve future development. Implementation of the standard conditions would reduce potential adverse impacts on police services to less than significant levels. No unavoidable significant adverse impacts are expected.

4.11.2 Fire Protection Services

Environmental Setting

The Ontario Fire Department provides fire protection services to the City of Ontario. The Fire Department has 8 fire stations serving an approximately 50-square-mile area, with at least 42 personnel (16 EMT-Paramedics and 24 EMT-1 personnel) on duty at any one time. They have a total of 12 engine pumpers, 3 ladder trucks, and 1 heavy rescue squad.

In 2007, there were 15,031 calls for services, which included 770 fires, 9,037 emergency medical service requests, 145 hazardous material cases, 23 bomb-related cases and 3,779 other calls. The average response time was 10 minutes or less for 90% of the calls.

Based on current demand of services, the existing levels of fire protection services are adequate. However, the Fire Department indicated that new stations, equipment, and manpower will be continually evaluated, with increased call volume necessitating increase in service levels.

The Ontario Fire Department has automatic aid agreements with the Chino Valley Fire Protection District, Montclair Fire Department, Upland Fire Department, Rancho Cucamonga Fire Department, San Bernardino County Fire Department, and the Ontario Airport Fire Department. The Department also has a mutual aid agreement with the Operational Area and the State of California.

The nearest fire station to the site is Fire Station 138, located at 3429 Shelby Street, approximately 0.5 mile to the northeast. This fire station is staffed by 8 firefighters (2 EMT-paramedics and 6 EMT-1 personnel) and equipped with 1 engine pumper, 1 ladder truck, 1 heavy rescue squad and 1 utility truck.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection.

Environmental Impacts

Future residential development would generate a demand for fire protection services from the Ontario Fire Department.

Fire Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

The increase in the on-site population and the introduction of new structures to the site would be accompanied by an increase in demand for fire protection services due to activities that may involve fire, fire-causing and flammable materials, and human accidents. Reuse of existing structures could pose fire hazards but rehabilitation to current codes would reduce fire hazards posed by the older electrical systems in these structures.

Future residential development would need to comply with fire safety standards and requirements, as defined in the California Fire Code and California Building Code. Rehabilitation of existing structures would comply with current fire code requirements or the State Historic Building Code. Compliance with pertinent building standards related to fire safety, emergency access and fire prevention would reduce the demand for fire protection services from future development on the project site. These standards include the provision of fire sprinklers, area separation (fire walls), smoke detectors, fire extinguishers, fire exits, fire truck access and turning radii, fire hydrants with adequate fire flows, and other safety measures. Plan check by the Ontario Fire Department would ensure that appropriate fire safety and fire prevention measures are implemented to minimize the potential incidence of fire and demands for fire protection services prior to the issuance of permits. Thus, no significant fire hazards are expected to be created on the site, which may require extensive fire protection services or a new fire station at the site.

The City also charges development impact fees, which help fund fire services and facilities in the City. Payment of development impacts fees would support fire protection services from the City. It is also anticipated that tax increment funds that would be generated by future residential development would provide annual funds for needed fire protection services.

Fire incidents at the site would require emergency access and fire flows to reduce property damage and personal injuries. The water system that would serve the site is still to be constructed. Thus, existing fire flows are not expected to be adequate to serve future residential development, until such time that the water system is upgraded. This is considered a significant adverse impact.

Impact 4.11.1: Future residential development would require fire flows that are not currently available in the existing system.

Upgrade of the fire main system serving the site would be needed, to ensure that adequate fire flows are provided to serve future residential development. This shall be implemented prior to occupancy of the residential units and shall be made in accordance with City regulations, as approved by the Ontario Fire Department.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection?)*

Future residential development would create a direct demand for fire protection services from the Ontario Fire Department and adjacent fire agencies. The demand for fire protection services would lead to the diversion of firefighters and fire-fighting equipment from other areas of the City and an incremental increase in response times. At present, the average response time for fire protection services is considered adequate and the Ontario Fire Department indicated that they continually evaluate service levels to maintain minimum acceptable

standards. The Department also indicated that residential uses generate more demand for fire protection services than commercial uses. Thus, an increase in call volume is expected and may exceed acceptable levels at the site but this is consistent with buildout of this service area. Increase in call volume could result in longer response times to other areas of the City, resulting in the creation of public safety hazards due to greater personal injury and property damage during fire incidents.

Future residential development would contribute to the overall public service call volume and demand for fire protection services. However, other factors are not known at this time for the Fire Department to provide a more realistic projection of impact. The Ontario Fire Department will adjust service delivery capabilities as call volume exceeds acceptable levels in the area and in the City. Compliance with pertinent fire safety regulations by future residential development would reduce demand for fire protection services and payment of development impact fees would assist in service improvements by the Ontario Fire Department.

With automatic aid between the fire departments near the City, including the Airport Fire Department, response to the site by other fire agencies is not expected to result in adverse impacts, since the Ontario Fire Department responds to fire emergencies in the adjoining jurisdictions and the airport, as well. Impacts on fire protection facilities and services are expected to be less than significant.

With future residential development, demand for emergency medical services (EMS) or paramedic services, as provided by the Ontario Fire Department, would also increase.

The California Department of Industrial Relations (DIR) estimates a potential for 90 non-fatal workplace injuries per 10,000 employees in professional and businesses services or an average of 132.5 non-fatal workplace injuries per 10,000 employees in the private sector annually in 2005. Based upon this data, the planed office uses would have the potential to generate 12 to 17 lost time injuries requiring medical treatment, based on a predicted workforce of 1,287 persons. These would have lead to as many as 17 service calls for emergency medical services and transport by the Ontario Fire Department per year.

Demand from future residential uses is more difficult to estimate, as it is based on the health and activities of future residents of the site. However, a greater demand for emergency medical services and transport from the Ontario Fire Department could be expected with residential uses due to the longer hours people spend at home than at work. More specific factors are not known at this time to provide more specific estimates of EMS calls.

Payment of development impact fees helps fund fire services and facilities in the City, which includes EMS. Tax increment funds that would be generated by future residential development would provide annual funds for needed fire protection and EMS services. In addition, the City annually reviews fire service levels as part of the budget process. Thus, it is expected that available service levels would be considered adequate to serve both fire protection and EMS demands in the City. Impacts would be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion

summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan
The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would increase demand for fire protection services, while hazards associated with older buildings that are rehabilitated would decrease. Compliance with fire safety standards and regulations would prevent the creation of fire hazards from new development. Mitigation also called for review of access drives by the City Fire Department and upgrade of the fire main system to meet required fireflows. Impacts would be less than significant after mitigation.

> *Consistent with the EIR for the Specific Plan, future residential development under the proposed Amendment would also create a demand for fire protection services. The Ontario Fire Department has indicated that residential areas generate higher call volume than office uses.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to Planning Area Plan (PAP) and Project Site plan approvals, the developer shall demonstrate that the interior access drives will be provided to the satisfaction of the City Fire Department.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

2. Prior to the submission of any building permit application, the developer shall demonstrate to the satisfaction of the City Fire Department, compliance Uniform Building and Fire Codes, Title 19, NFPA and City ordinance standards, including the City ordinance that establishes special standards for high-rise buildings.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition. However, the City no longer has special standards for high-rise buildings and this reference would be removed.

3. Prior to approval of any PAP, the developer shall demonstrate to the satisfaction of the City Fire Department up-grade of the fire main system.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as it relates to the provision of adequate fire flows.

Guasti Redevelopment Plan EIR
The EIR for the Guasti Redevelopment Plan indicated that development would increase the demand for fire protection and rehabilitation would reduce demand. Compliance with the City's fire protection standards and requirements, Building and Fire Code requirements, and construction of Fire Station 8 would reduce impacts to less than significant levels. Mitigation is provided for review of access drives, compliance with building codes and standards, and upgrade of the fire main system.

Consistent with the EIR for the Redevelopment Plan, future residential development under the proposed Amendment would also create a demand for fire protection services.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included some of the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. Emergency Access

   Although impacts will be less than significant to facilities the provision of fire protection services to the Project Area, the following coordinating measures are recommended:

   - Prior to Planning Area Plan (PAP) and Project Site plan approvals, the developer shall demonstrate that the interior access drives will be provided to the satisfaction of the City Fire Department.
   - Prior to the submission of any building permit application, the developer shall demonstrate to the satisfaction of the City Fire Department, compliance Uniform Building and Fire Codes, Title 19, NFPA and City ordinance standards, including the City ordinance that establishes special standards for high-rise buildings.
   - Prior to approval of any PAP, the developer shall demonstrate to the satisfaction of the City Fire Department up-grade of the fire main system.

   This mitigation is similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment. However, the City no longer has special standards for high-rise buildings and this reference would be removed.

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard conditions are imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.11.4: Future residential development shall be subject to building and site plan review by the Ontario Fire Department, for compliance with fire safety, emergency access and fire flow standards and to identify additional development features which could reduce demand for fire services; prevent the creation of fire hazards; and facilitate emergency response to the project site.

Standard Condition 4.11.5: Prior to the revised Planning Area Plan (PAP) and Project Site Plan approvals, the developer shall demonstrate that the interior access drives will be provided to the satisfaction of the City Fire Department.

Standard Condition 4.11.6: Future residential development shall comply with the 2007 California Building Code, California Fire Code, Title 19, NFPA and City ordinance standards, including pertinent City ordinances.

Standard Condition 4.11.7: Future residential development shall pay development impact fees, which would assist in funding the needed public facility expansion and service improvements needed to provide adequate fire protection services to future development.

Mitigation Measures

Consistent with the mitigation measure in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following mitigation measure shall be implemented as part of future residential development:

Mitigation Measure 4.11.1: Prior to occupancy of the residential units, the developer shall demonstrate to the satisfaction of the City Fire Department that the water system serving the site has been upgraded to provide adequate fire flows.

Unavoidable Significant Adverse Impacts

Review of building plans by the Ontario Fire Department would ensure that future residential development does not create a fire hazard. Payment of developer impact fees would also assist in funding the fire protection services, emergency medical services (EMS), and any service improvements needed to serve the fire protection and EMS needs of the site and the City. Upgrade of the water system to provide adequate fire flows would facilitate fire control at the site. Implementation of the standard conditions and mitigation measure would reduce potential adverse impacts on fire protection services to insignificant levels. No unavoidable significant adverse impacts are expected.

4.11.3 Educational Facilities and Services

Environmental Setting

The project site is within the service boundaries of the Cucamonga School District (grades K-8) and the Chaffey Joint Union High School District (grades 9 to 12). The Cucamonga School District (CSD) serves the City of Rancho Cucamonga and the northeastern section of the City of Ontario through 3 elementary schools and 1 middle school. The project site is located within the service boundaries of Cucamonga Middle School (grades 6-8) located at 10022 Feron Boulevard in Rancho Cucamonga and the Ontario Center School (grades K-5), located at 635 North Center Avenue (approximately 0.5 mile northeast of the site in Ontario).

The Chaffey Joint Union High School District (CJUHSD) has 10 high schools, an adult school, and an alternative learning center. The site is within the service boundaries of Colony High School, located at 3850 Riverside Avenue, south of the SR-60 Freeway. Table 4.11-2, *School Enrollment*, shows enrollment at schools serving the site.

TABLE 4.11-2
SCHOOL ENROLLMENT

School/Location	Present Enrollment	Comments
Ontario Center School Grades K-5	719	No deficiencies
Cucamonga Middle School Grades 6-8	825	No deficiencies
Colony High School Grades 9-12	2,313	Not overcrowded (2,500 capacity)
Source: CJUHSD and CSD, 2009		

College education in the area is provided by the Chaffey Community College District, which is part of the California Community College System. This community college provides college education in the area through Chaffey College, which had a Spring 2008 enrollment of approximately 19,500 students.

The San Bernardino Community College District may also serve residents of the site. During the 2007-2008 school year, the District's San Bernardino Valley College had approximately 7,985 full-time equivalent students (FTES) and its Crafton Hills College had 3,500 FTES. Other colleges in the area include California State Polytechnic University in Pomona, California State University – San Bernardino (CSUSB), Claremont Colleges, University of Redlands, University of California – Riverside, University of La Verne, and California Baptist College.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as schools.

Environmental Impacts

Future residential development would lead to the occupancy of the project site by as many as 500 households, which could include school-age children requiring school services from the CSD and CJUHSD.

School Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

There are no households on the site; thus, there is no direct demand for school services. The proposed Amendment would allow future residential development consisting of 500 housing units, which would introduce households to the site and generate a direct demand for school services. Table 4.11-3, *Student Generation*, estimates that 167 students are anticipated to reside at the site who would require school services from CSD and CJUHSD.

TABLE 4.11-3
STUDENT GENERATION

Land Use	Grade Level	Generation Rate*	Projected Student Population
500 attached units	K-5	0.1344 student/unit	68 students
	7-8	0.0653 student/unit	33 students
	9-12	0.1314 student/unit	66 students
	Total	0.3311 student/unit	167 students
*Source: CSD and CJUHSD, 2009			

The CSD has indicated that there is capacity to serve the elementary and middle school students from future residential development on the site and they have no concerns regarding future residential development on the site.

There is capacity at Colony High School to serve the 66 high school students that would be generated from residential development on the site. However, the CJUHSD has indicated that buildout of the New Model Colony and all other areas within the District's service area are anticipated to require 1.48 new high schools.

While no schools are proposed on-site, payment of school impact fees by future residential development is expected to help reduce impacts on school services provided by the CSD and CJUHSD. As provided under the California Education Code Section 17620 and Government Code Section 65970, the payment of statutory school fees is presumed to fully mitigate a project's impacts on schools. Government Code Section 65995(h) states that payment of fees is "full and complete mitigation of the impacts". The Education Code and Government Code do not require the dedication of land or payment of fees in excess of statutorily established school fees. Thus, impacts on school services from future residential development are expected to be less than significant with payment of school impact fees.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as schools?)*

The proposed Amendment would allow residential uses on the site. Future housing units and the introduction of households would generate a direct demand for school services. School impact fees from residential uses are greater than fees from non-residential (office) uses due to the direct generation of students from residential development. Thus, payment of school impact fees is expected to help reduce of impacts of future residential development under the proposed Specific Plan Amendment.

Future residential development would also add students that may attend Chaffey College and other community colleges in the area. When compared to the service area of the Chaffey Community College District, future residential development on the project site would have minimal impacts on the services and facilities of the College District. Students from the site can be served by existing facilities and services of the District, without the need for new services or facilities. Impacts would be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan
The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would indirectly generate approximately 2,178 students, who would require school services. Payment of school impact fees would reduce impacts but not to insignificant levels. Mitigation called for coordination with the school districts for payment of school impact fees or in-lieu mitigation acceptable to the school district. Short-term impacts are expected, even with mitigation.

> *Future residential development would generate students and a direct demand for school services. While direct student generation (using current student generation factors) from residential uses is less than the estimated indirect student generation from planned office uses, payment of school impact fees is expected to mitigate impacts to less than significant levels.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Prior to the issuance of any building permit, the applicant shall provide written evidence to the City of Ontario Building Department that: (1) the statutory required school impact fees have been paid to the affected school district; or (2) some other in-lieu mitigation has been negotiated between the affected school district and the applicant and that said school district find the mitigation to be acceptable.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan indicated that the school on Turner Avenue was used for special education classes. An indirect demand from planned office and commercial uses in the Project Area would generate approximately 2,679 students. Compliance with the mitigation in the Specific Plan EIR would reduce impacts to less than significant levels.

> *Future residential development would generate students and a direct demand for school services. Payment of school impact fees is expected to mitigate impacts to less than significant levels.*

A mitigation measure was provided in the EIR for Guasti Redevelopment Plan, which included the mitigation measure in the EIR for the Guasti Plaza Specific Plan:

1. School Facilities Impact 3.9C-1

   Cucamonga and Chaffey Joint Union High School Districts currently access school impact fees aimed at providing classroom facilities. The following mitigation measures will be added to the Project to help mitigate adverse impacts resulting from additional student generation in the Project Area:

   - Prior to the issuance of any building permit, the applicant shall provide written evidence to the City of Ontario Building Department that the statutory required school impact fees have been paid to the affected school district.

   This mitigation is similar to the measure in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard condition is imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.11.8: Future residential development shall pay school impact fees to the Cucamonga School District and Chaffey Joint Union High School District prior to the issuance of the Certificate of Occupancy.

Mitigation Measures

Implementation of the standard condition above would prevent adverse impacts on school services. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Payment of school impact fees would help fund the needed school construction/expansions and service improvements needed to serve the demand for school services from future residential development. Implementation of this standard condition would reduce potential adverse impacts on school services to insignificant levels. No unavoidable significant adverse impacts are expected.

4.11.4 Library Services

Environmental Setting

The Ontario Main Library provides library services to the City at its downtown location on 215 East C Street. This library has 154,000 book volumes housed within a 54,000-square-foot facility at the Civic Center and is staffed by 32 full-time and 31 part-time librarians. Approximately 472,723 patrons visited the Ontario Main Library last year.

In addition, the Colony High School Library at 3850 Riverside Avenue provides library services to the southern section of the City. This branch library is located within a 14,000-square-foot facility at the Colony High School and is staffed by 3 full-time and 7 part-time librarians. Approximately 178,972 patrons visited the Colony High School Library last year.

The existing vacant buildings are not expected to be generating a direct demand for library services. Employees at the US Post Office are not expected to be using the City libraries mainly due to their employment at the site.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as libraries.

Environmental Impacts

Future residential development would generate a demand for library services from the City of Ontario libraries.

Library Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

Future residential development would introduce 500 households and approximately 1,001 residents to the site. Demand of library services that would be generated by residents of the site would lead to increase use of existing libraries in the City. The Ontario Library has indicated there are no set standards for library services and future residential development is likely to utilize the Ontario Man Library and Colony High Branch Library. The Main Library is expected to be used by all 1,001 residents of the site and about 25 to 30% (or 251 to 351 persons) are expected to use the Colony High Branch Library. The Ontario Main Library has indicated it can serve future residential development with their existing facilities and services.

The City collects development impact fees to fund public services and facilities in the City, including law enforcement facilities; fire protection facilities; bridges, signals and roadways;

storm drainage facilities; water distribution facilities; sewer collection facilities; solid waste collection equipment; general government facilities; library expansion facilities; public meeting facilities; aquatics center facilities; and parkland facilities and development. Future residential development would be required to pay development impact fees, which would proportionately fund the services of the Ontario Library. This would allow for the increase in the number of library staff, as well as an increase in resources and expansion of facilities needed by the Library to adequately serve the City. Thus, impacts related to library facilities are expected to be less than significant.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as libraries?)*

Future residential development would be accompanied by other residential developments in the City, leading to increases in population at the southern and eastern sections of the City. This will increase demand for library services City-wide. The Ontario Library expects an increase in the use of both the main and branch libraries, as well as the need for an additional branch library.

Payment of development impact fees would allow for the expansion of library facilities, resource and staff. It is also anticipated that tax increment funds that would be generated by future residential development would provide annual funds for the needed library services. Impacts on library facilities and services are expected to be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan did not identify adverse impacts on library services or other City services.

> *Impacts on library services are confined to residential uses, as proposed under the Guasti Plaza Specific Plan Amendment.*

Guasti Redevelopment Plan EIR
The Initial Study for the Guasti Redevelopment Plan indicated that less than significant impacts on other public facilities are expected.

> *Impacts on library services are confined to residential uses, as proposed under the Guasti Plaza Specific Plan Amendment.*

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard condition is imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.11.9: Future residential development shall pay development impact fees, which would assist in funding the needed public facility expansion and service improvements needed to provide adequate library services to the future residents of the site.

Mitigation Measures

Implementation of the standard condition would prevent adverse impacts on library services. No mitigation measures are recommended. Also, no mitigation measures for library services are provided in the EIR for the Guasti Plaza Specific Plan or the EIR for the Guasti Redevelopment Plan.

Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would generate a demand for library services. Payment of development impact fees would assist in funding the needed public facility expansion and service improvements to meet the demand for library services in the City. Implementation of the standard condition above would prevent any unavoidable significant adverse impacts on library services.

4.11.5 Medical Facilities and Services

Environmental Setting

The closest major health care facilities to the site are the San Antonio Community Hospital at 999 San Bernardino Road in Upland (approximately 4.0 miles northwest of the site), the Kaiser Permanente Medical Offices and Ambulatory SurgiCenter at 2295 Vineyard Avenue in Ontario (approximately 5.0 miles south of the site), and the Montclair Hospital Medical Center, located at 5000 San Bernardino Street in Montclair (approximately 8.0 miles west of the site).

The San Antonio Community Hospital provides 387 beds and offers a wide range of medical and surgical services, including medical, surgical, and critical care services, cardiovascular services, maternity and pediatric services, a family care center, a neonatal intensive care unit, cancer treatment, laboratory, radiology, respiratory care, and physical rehabilitation services and emergency services.

The Kaiser Permanente Medical Offices and Ambulatory SurgiCenter currently operates an urgent care facility, foot surgery center, pharmacy and medical offices. However, construction is ongoing for the expansion of the facility to accommodate a 222-bed hospital, medical offices, administration building and a parking structure. The construction will be completed and the hospital in operation by 2011.

The Montclair Hospital Medical Center has 102 beds and provides a family practice academic facility, a family-centered birthing program, 24-hour emergency services, surgery services, intensive and cardiac care services, telemetry and medical/surgical services, diagnostic imaging services, laboratory services, cardiopulmonary services, rehabilitation services, and volunteer/auxiliary services.

Other nearby hospitals include the Pomona Valley Hospital and Medical Center at 1798 Garey Avenue in Pomona (11 miles), Chino Valley Medical Center at 5451 Walnut Avenue in Chino (10 miles), and the Kaiser Permanente (KP) of Southern California Hospital at 9310 Sierra Avenue in Fontana (10 miles).

The employees of the US Post Office and security personnel on the site may be generating a demand for medical services, although not necessarily due to unsafe or hazardous conditions at the site. The other buildings at the project site are unoccupied and are not expected to be generating a demand for medical services.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as medical services.

Environmental Impacts

Future residential development under the proposed Specific Plan Amendment would create a demand for medical services and facilities in the area.

Medical Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

The proposed Specific Plan Amendment and future residential development under the Amendment would not create health and safety hazards that may generate a direct demand for medical services and facilities in the area, as future development on the project site would be built in accordance with current City, County, state and federal regulations that protect public health and safety. Compliance with pertinent public health and safety regulations would prevent the intentional creation of hazards. Thus, specific demand for medical services relating to hazardous incidents is not expected to be significant.

Future on-site residents or employees would require medical services for health maintenance, medical reasons, and emergencies. Medical service demand would be dependent on the insurance coverage of individual households, individual medical needs, and the type of medical emergencies. Also, personal preference for medical services, facilities, and physicians would affect demand for medical services from residents, as well as the use of nearby or far-off medical facilities.

There are several medical facilities near the site and in the region that would provide medical and emergency services to residents of the project site, depending on the type of demand. The hospital nearest to the project site (San Antonio Community Hospital) maintains a 24-hour Emergency Department capable of managing the range of illnesses and injuries likely to occur at the site.

Thus, while medical services would be required by on-site residents, the occurrence, type, and number of medical services and emergencies are expected to be relatively minor and consistent with accident, injury and illness patterns in the general community. A proportionate demand for medical services from the project site, when compared to the service areas of nearby medical facilities, is expected to be minor and no significant adverse impacts on medical facilities are expected with the project.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as medical services?)*

Future residential development on the site would generate a demand for emergency medical services that would be served by local or nearby facilities. There are several medical facilities in the surrounding area that would provide emergency services to the residents, visitors and employees on the project site, depending on the type of emergency. Again, available services in the area and the region are expected to serve the emergency medical needs of the project site and the City. Demand for paramedic services are addressed in Section 4.11.2, *Fire Protection Services*, above.

Future residential development under the proposed Amendment is relatively minor when compared to existing developments in the City and the region that are currently served by existing medical facilities in the area. Thus, the proportionate increase in demand for medical services from future residential development on the project site is also expected to be minor. No significant adverse impacts related to altered medical facilities or services are expected.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Review of the Guasti Plaza Specific Plan EIR and the Guasti Redevelopment Plan EIR shows these previous EIRs did not analyze impacts related to Medical Facilities.

> *Impacts on medical facilities and services from future residential development under the proposed Amendment are expected to be less than significant.*

Standard Conditions and Mitigation Measures

Standard Conditions

No significant adverse impacts would occur, therefore, standard conditions are not required.

Mitigation Measures

No significant adverse impact on medical services and facilities is expected and, therefore, no mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Future residential development on the site would require medical services and facilities that would be served by existing facilities in the region. Potential impacts are considered less than significant. No unavoidable significant adverse impacts on medical services and facilities are expected with approval and implementation of the proposed Amendment.

4.11.6 Parks and Recreation Services

Environmental Setting

The City of Ontario provides recreational services through public parks, recreational programs, and organized activities. The City has 13 parks covering approximately 126.7 acres throughout the City. The nearest parks to the site are the Cucamonga-Guasti Regional Park (located north of the site and the I-10 Freeway) and the Ontario Motor Speedway Park (located northeast of the site, across the I-10 Freeway).

The Ontario Motor Speedway Park occupies approximately 6 acres on Center Avenue. This City park features an open multi-use turf area, 2 softball fields, restrooms, picnic areas and a tot lot. The Cucamonga-Guasti Regional Park is a regional park operated by San Bernardino County. It has a swim lagoon, 2 lakes for fishing, pedal boat/aqua cycle rentals, a snack bar, a playground, volleyball courts, horseshoe pits, picnic areas, and restrooms.

The Parks and Recreation Element of TOP sets a park standard of 5 acres of Parkland (public and private) per 1,000 population, with 2 acres consisting of developed private park space. The public parks shall be within 1/4 mile of every residence. New multi-family residential developments of five or more units must provide recreational facilities or open space, in addition to paying adopted impact fees.

There are no bikeways on or near the site and none are planned in the area, as shown in the City's Multi-purpose Trails and Bikeway Corridor Plan in TOP.

The Ontario Development Code was recently amended to add Open Space Requirements for multiple-family residential developments and mixed use projects containing residential dwellings. Section 9-1.1425 requires 100 to 150 square feet of private open space and 250 square feet of common open space. Common open space would need to include a mix of major and minor recreation facilities. Specifically, developments with more than 301 dwelling units are required to provide 1 major recreation facility per 100 units (such as recreation buildings, swimming pools, tennis courts, basketball courts, child care facilities and other such amenities) and 1 minor recreation facility per 50 dwelling units (such as children's play areas, spas or saunas, picnic and barbecue areas, volleyball courts and other such amenities).

There are no parks or recreation facilities on the site or within the Specific Plan area.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on recreation, if its implementation would result in any of the following:

- Would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- Includes recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or

- Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as recreational services.

Environmental Impacts

Future residential development would generate a demand for parks and recreational facilities.

Park Use *(Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?)*

The introduction of residents to the site would be accompanied by a demand for recreational facilities and services. It is expected that residents of the site would utilize the Cucamonga-Guasti Regional Park, Ontario Motor Speedway Park and other nearby parks in the City and the surrounding area.

No direct demand for parks and recreational facilities was anticipated with planned office uses. Thus, an increase in future demand would occur with future residential uses under the proposed Amendment.

The City's park standard is 5 acres of parkland per 1,000 residents. Section 9-2.1500 of the City's Development Code requires 3 acres per 1,000 residents. The City does not require the dedication of parklands with new residential development. Instead, payment of the park development impact fee would allow the City to develop community parks, neighborhood parks, special use parks, and mini parks to serve the site and the surrounding area.

Future residential development would have to dedicate parkland, pay impacts fees for parkland provision, or provide a combination of both in accordance with Section 9.2.1500 of the City's Development Code. Common recreational areas and facilities will be provided on-site, in accordance with the City's Open Space Requirements for multiple-family residential developments and mixed use projects. The City has indicated that it does not foresee any long-term impacts on parks and recreational facilities with the proposed Amendment and future residential development on the site. Impacts are expected to be less than significant.

New Recreational Facilities *(Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?)*

The Specific Plan Amendment would allow residential uses on the site, including the provision of on-site recreational facilities and amenities. Future residential development would have to provide each dwelling unit with a minimum of 150 square feet of private open space, as required by the City's Development Code. In addition, common open space and recreational facilities are expected to be provided on-site, in accordance with Section 9-1.1425 of the Ontario Development Code. This would include at least 5 major recreational facilities and 10 minor recreational facilities, such as recreation buildings, swimming pools, tennis courts, basketball courts, child care facilities, children's play areas, spas, saunas, picnic and barbecue areas, volleyball courts, or other such amenities. The reuse of the existing historic structures and 2 other structures to be relocated along Pepper Tree Lane would also be part of an historic

interpretive program that would include a museum and cultural and recreational amenities within Guasti Plaza. These facilities would meet some of the demand for recreation from on-site residents. Impacts would be less than significant.

Park Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

The proposed Amendment would allow housing development on the site, which would introduce households that generate a demand for parks and recreational services.

As indicated earlier, the City does not require the dedication of parklands with new residential development. However, the payment of the park development impact fee is required to fund the development of community, neighborhood, special use, and mini parks in the project area. Also, private and public open space areas and recreational facilities would be provided as part of future residential development, as required under the City's Development Code and the amended Specific Plan. Thus, demand for parks and recreation would be met and impacts are expected to be less than significant.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services or other public facilities?)*

The demand for parks and recreational facilities from future residential development on the site would be met by on-site recreational facilities and off-site City parks that would be developed through parkland impact fees paid for by development. As indicated earlier, the City has indicated that it does not foresee any long-term impacts on parks and recreational facilities with the proposed Amendment and future residential development. Impacts are expected to be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan

The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would not generate a demand for parks and recreation services, since no residential uses are proposed. No mitigation measures for recreation were provided in the EIR.

> *Impacts on parks and recreation are confined to residential uses, as proposed under the Guasti Plaza Specific Plan Amendment. Potential impacts would be less than significant.*

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan indicated that less than significant impacts on recreation are expected.

> *Impacts on parks and recreation are confined to residential uses, as proposed under the Guasti Plaza Specific Plan Amendment. Potential impacts would be less than significant.*

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard conditions are imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.11.10: Future residential development would have to dedicate parkland, pay impacts fees for parkland provision, or provide a combination of both in accordance with Section 9-2.1500 of the City's Development Code. The fees will be used by the City for the acquisition of parkland and the development of neighborhood and community parks in the area.

Standard Condition 4.11.11: Parks, open space, and recreational facilities shall be provided on-site as part of the future residential development, in compliance with the standards and guidelines in the Guasti Plaza Specific Plan and Section 9-1.1425 of the City's Development Code.

Mitigation Measures

Impacts on parks and recreation would not be significant with compliance with the standard conditions and the provision of on-site parks, recreational facilities, and open space. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would create a demand for parks and recreational facilities. Private and common open space areas and recreational facilities would be provided on-site, in accordance with City regulations and the amended Guasti Plaza Specific Plan. As required, development impact fees would also be paid by future residential development for the development of parks in the project area, in order to meet the demand for parks and recreational facilities by on-site residents and avoid significant adverse impacts relating to parks and recreation. Impacts on recreational facilities will be less than significant, with compliance with the standard conditions.

4.11.7 Other Governmental Services and Facilities

Environmental Setting

Aside from police and fire protection, libraries, and park services, the City of Ontario provides governmental services to the site and the rest of the City through local governance and the implementation of City regulations and ordinances. This is generally provided through the review and approval of land uses and activities in the City, the issuance of permits, and code enforcement actions. In addition, the City is responsible for the maintenance of public improvements, such as streets, water systems, sewer systems, storm drain systems and solid waste collection and disposal.

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

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

Environmental Impacts

Future residential development on the site, as allowed under the proposed Specific Plan Amendment, would create a demand for governmental services from the City.

Government Facilities *(Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?)*

Governmental and city services provided by the City of Ontario within its jurisdictional boundaries would be available to the site and future residential development. No new governmental facilities would be needed by future residential development, outside of those currently existing and serving the City. No significant adverse impacts related to governmental facilities would occur.

Altered Facilities and Services *(Would the project create a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services or other public facilities?)*

Future residential development under the proposed Specific Plan Amendment would require City services during the processing of permits and inspections, but these services would be paid by fees imposed on the development project, in accordance with the City's set fee schedule. No significant adverse impacts related to governmental services would occur.

Impacts on the City's water system, power system, sewer system, storm drainage, and solid waste disposal services are discussed in Section 4.12, *Utilities*. Upon completion of utility improvements to serve future residential development, these lines would be dedicated to the City for long-term maintenance. The City currently maintains storm drain, water and sewer lines. The new and/or upgraded lines that would be provided by future residential development are expected to require less maintenance from the City than the existing older lines. Impacts on City facilities and services are expected to be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Review of the Guasti Plaza Specific Plan EIR and the Guasti Redevelopment Plan EIR shows these previous EIRs did not analyze impacts related to other Government Services and Facilities.

> *Impacts on government services and facilities and services from future residential development under the proposed Amendment are expected to be less than significant.*

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard condition is imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.11.12: Future residential development shall pay applicable fees for the processing of permits and other services needed by the project.

Mitigation Measures

Impacts on other governmental services would not be significant with compliance with the standard condition above. Thus, no mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Future residential development would require City services for permits and maintenance of public facilities that would be constructed by the project. The implementation of the standard condition above would reduce potential adverse impacts on City services to insignificant levels. No unavoidable significant adverse impacts are expected.

Section 4.12: Utilities

Several utility services and infrastructure systems, such as water and sewer services, solid waste disposal, storm drainage, power and gas services, and communication systems, are needed to serve future residential development under the proposed Specific Plan Amendment. The availability of these utilities and the resources needed to provide these services are discussed below. Utility companies were contacted and written responses from these companies are provided in Appendix I to this SEIR. The Water Supply Assessment is provided in Appendix J.

4.12.1 Water Services

Environmental Setting

Water services in the City of Ontario are provided by the City's Utilities Department, except for the area east of the I-15 Freeway and north of the I-10 Freeway and the area east of Vineyard Avenue and north of 4th Street, which are served by the Cucamonga Valley Water District. The Ontario Utilities Department provides more than 13 billion gallons of water annually to over 170,000 residents and 6,000 businesses.

Water is supplied by Chino Basin groundwater, imported water from the Metropolitan Water District (MWD) of Southern California through the Aqua de Lejos Water Treatment Plant, treated groundwater from the Chino Desalters (CDA), and recycled water from the Inland Empire Utilities Agency (IEUA). Chino Basin groundwater provides approximately 60 percent of the City's water supply, with 10 percent from the Chino Desalter, 28 percent is imported water from MWD, and the remaining 2 percent is recycled water.

In efforts to reduce the demand for water, the City implements a number of water survey, retrofit, system audit, conservation incentive, public information, and increasing block pricing programs. These conservation efforts have included a home and garden show, toilet exchange and rebates, free low-flow showerheads, public education grants, and cooling tower rebates. Title 6 of the Ontario Municipal Code prohibits hose washing of outdoor paved surfaces, except for sanitary purposes; the washing of vehicles or mobile equipment, except at a commercial car wash or with recycled water; filling of decorative fountains, ponds or lakes; supply of water at a commercial venue unless requested by customer; not repairing leaks promptly; and allowing water to leave a customer's property by drainage onto adjacent property due to excessive irrigation. The ordinance includes other prohibitions during various stages of water shortage.

Water lines are present on Turner Avenue (12-inch line and 2-inch line) and Old Guasti Road (12-inch line), with the 2-inch line on Turner Avenue and the 12-inch on Old Guasti Road proposed to be abandoned. A 12–inch water line has also been constructed in New Guasti Road, which provides water to the office and retail buildings located north of New Guasti Road and to future development south of New Guasti Road.

Since the site is largely vacant and the cottages/bungalows and market are not in use, water demand at the site is confined to the consumption of the US Post Office.

Recycled water is available in the City of Ontario through the IEUA, with the nearest recycled water line located east of Haven Avenue and on Archibald Avenue, north of the I-10 Freeway. Recycled water comes from the RP-4 treatment plant located east of the I-15 Freeway and north of the I-10 Freeway. A 12-inch recycled water line has been installed on New Guasti Road from Archibald Avenue to Turner Avenue, but this line uses potable water until such time that it can be connected to an IEUA recycled water line across the I-10 Freeway.

Section 4.12: Utilities

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Requires or results in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Sufficient water supplies are not available to serve the project from existing entitlements and resources, or new or expanded entitlements needed.

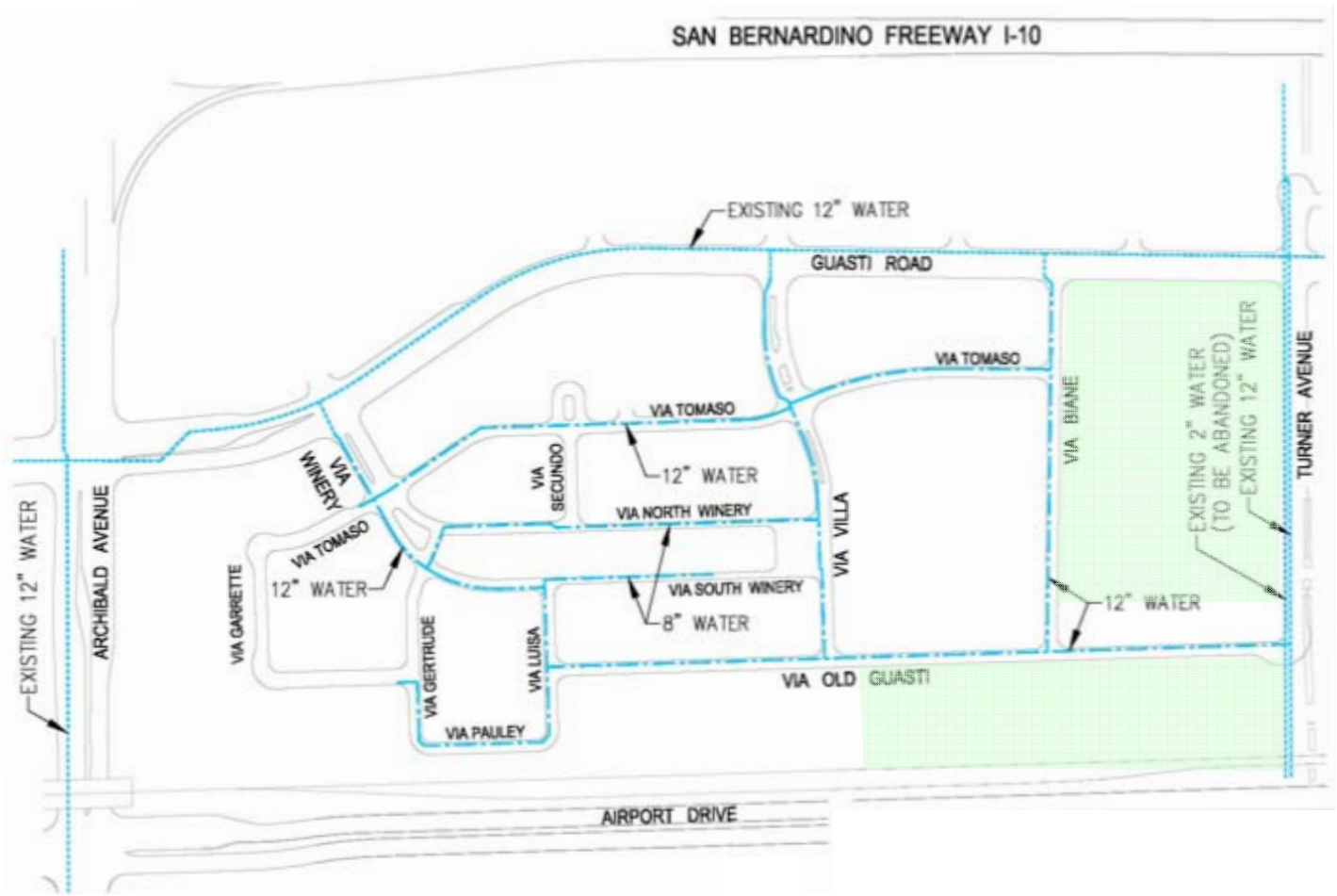
Environmental Impacts

Future residential development under the proposed Specific Plan Amendment would require water supplies and service from the City of Ontario Utilities Department.

Water Services and Facilities *(Would the project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?)*

Future residential development under the proposed Amendment would generate a demand for water and the need for water lines to serve the site. There are water lines on Old Guasti Road, New Guasti Road, and Turner Avenue to serve the site. Connection to the existing water lines on New Guasti Road and Turner Avenue would provide water to future residential uses on the site. A new 12-inch line is proposed on Biane Lane; the 12-inch line on Old Guasti Road would be replaced with the new 12-inch line; and several laterals would extend into the project site. These improvements have been designed in accordance with the City's water system guidelines and specifications to meet the site's average day demand, maximum day demand, fire flow requirements, and peak hour demand. Figure 4.11-1, *Existing and Proposed Water Lines*, shows the water lines that would serve the site.

Land use and corresponding water demand based on the original Guasti Plaza Specific Plan has been included in the 2005 Urban Water Management Plan (UWMP) and Water Master Plan Update. Thus, planned office uses can be served by the City, as outlined in its UWMP. The Water Supply Assessment for the proposed Amendment indicates that future residential development within the Guasti Plaza Specific Plan area is estimated to generate a demand for 90,000 gallons per day (gpd) of water. This would increase demand by approximately 101 acre-feet per year, bringing to total water demand in the City to 94,519 acre-feet at buildout. This demand would be met by groundwater supplies, recycled water and imported water. The City has a 2010 water supply of 58,819 acre-feet from these 3 sources, which is projected to increase to 87,945 acre-feet by 2030. These supplies are more than the estimated demand in the City for the corresponding years, which are estimated at 50,251 acre-feet in 2010 to 86,771 acre-feet by 2030. Adding the estimated 101 acre-feet demand from 500 dwelling units still shows that there would be excess supplies from 2010 to 2030. Thus, no new water supplies, wells or facilities are needed to serve the future residential uses that may be developed under the proposed Amendment.



Existing Water Line

Proposed Water Line

Proposed Residential Overlay Zone

Source: Guasti Plaza Specific Plan, 2010

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Figure 4.12-1
Existing and Proposed Water Lines

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Future development on the site would have to be accompanied by the construction of the needed water lines and connections to ensure adequate water services. As required by the City of Ontario, water system improvements will be built as part of future residential development, in accordance with the City's Water and Sewer Design Development Guidelines and Specifications and as approved by the City Engineer. Impacts on water services and facilities would be less than significant.

Water Supplies *(Are sufficient water supplies not available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?)*

As stated, future residential development under the proposed Amendment would require water services and would connect to the existing water lines. Estimates of water consumption from future residential use, as compared to planned commercial office development on the project site are provided in Table 4.12-1, *Estimated Water Consumption*.

TABLE 4.12-1
ESTIMATED WATER CONSUMPTION

Land Use	Size	Average Water Consumption Factor	Estimated Water Consumption
Residential	500 units on 11.72 acres	180 gpd/unit	90,000 gpd
Office	450,000 sf on 11.72 acres	2200 gpd/acre	25,784 gpd
		Difference	+64,216 gpd

gpd – gallons per day sf – square feet
Source: Water Supply Assessment for Guasti Plaza Specific Plan Amendment, 2009

As shown, approximately 90,000 gallons of water per day is needed by future residential development, which can be compared to the demand from office uses at approximately 25,784 gallons of water. Thus, an increase in future water demand of 64,216 gallons per day is expected with future residential development over planned office and commercial uses under the proposed Amendment.

Proposed changes to the Specific Plan text show a recalculation of water demand from the different planning areas, with average and maximum daily demands decreasing for Planning Area 1 and average and maximum daily demands increasing for Planning Areas 2 and 3. Average demand for Planning Areas 2 and 3 would change from 193,819 gallons per day to 243,996 gallons per day. Maximum demand for Planning Areas 2 and 3 would change from 331,638 gallons per day to 399,497 gallons per day, if residential uses are developed in place of office uses.

There are available water supplies to serve future residential development, as analyzed in the Water Supply Assessment (WSA) prepared for the Amendment. The WSA estimated between 8,568 acre-feet in 2010 to 5,832 acre-feet in 2020 to 1,174 acre-feet in 2030 of excess water supplies are available to provide the 101-acre-feet of water needed by residential uses that may be development under the proposed Amendment. With a net increase of only 64,216 gallons per day or 72 acre-feet per year, the City's water supplies would be adequate to serve the site.

During single- or multiple-dry year scenarios, increased groundwater pumping is anticipated, as allowed through the purchase or lease of unused water rights from other parties in the agricultural or appropriative pools. The purchase of replenishment water to offset pumping in excess of its water rights would provide the City with adequate water supply during dry years. No new entitlements would be needed and no significant adverse impacts are expected.

As a standard condition, future residential development shall incorporate water conservation measures as required under the California Plumbing Code and Title 6, Chapter 8a of the Ontario Municipal Code. Future use of recycled water would further minimize potable water demand from future residential development.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would increase the demand for water. Estimates for water consumption from existing and future development were provided. Implementation of water conservation measures, water system improvements and recycled water use that would accompany future development were expected to reduce potential adverse impacts to acceptable levels.

> *Future residential development would change the water demand from the site, with an increase in demand over planned office uses.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. The PAP for each Planning Area shall include a detailed discussion of water system requirements, phasing and financing that shall be prepared to the satisfaction of the City.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

2. Precise water system requirements shall be determined during specific project design review. Water design requirements will be subject to the provisions of site plan review by the City of Ontario.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

3. Prior to issuance of any building permit in the Project Area, required water system improvements shall be in place.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

4. Construction of water system improvements within the Project Area and water connection fees shall be the responsibility of the applicant. In addition, the applicant shall be responsible for correcting any sewer (water) system deficiencies outside the Project Area resulting from the Project.

This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

5. All City ordinances or other actions regulating the use of water approved by the City Council shall be implemented by all new development within the Project Area.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

6. Water conservation measures recommended by the California Department of Water Resources shall be incorporated in all new or substantially rehabilitated projects, including:
   - Low flush toilets of no greater than 1.6 gallons per flush;
   - Low flow shower heads;
   - Insulation of hot water lines to provide hot water faster with less water waste and to keep hot pipes from heating cold water pipes;
   - Water pressure greater than 50 pounds per square inch be reduced to less than 50 pounds per square inch by means of a pressure reducing valve;
   - Landscape with low water consuming or drought tolerant plants in all commercial and industrial projects, and in public areas in residential projects. Landscaped areas should also be mulched to the maximum extent to reduce evaporation and maintain soil moisture;
   - Install efficient irrigation systems that minimize runoff and evaporation, and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods to consider in increasing irrigation efficiency;
   - Require projects of appropriate size to connect to the recycled water system for irrigation purposes.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

7. In the interest of reducing future demands for imported water, and in recognition of potential future availability of recycled water supplies, the landscape irrigation system installed for the proposed project should have the capability of being retrofitted to utilize recycled water supplies when they become available.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan estimated water demand from future development and stated that an increase in water use was expected but impacts would be less than significant. The EIR called for a 12-inch water line on New Guasti Road, instead of the 10-inch line proposed by the Specific Plan. (This water line has been constructed.) Mitigation measures in the Specific Plan EIR were reiterated.

Future residential development would change the water demand from the site, with an increase in demand over planned office uses.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. Water Service Impact 3.10A-1

   In addition to the proposed water facility improvements discussed above, the following mitigation measures will be applied to the Project to ensure adequate water service and water conservation:

   - Precise water system requirements shall be determined during specific project design review. Water design requirements will be subject to the provisions of site plan review by the City of Ontario.
   - Prior to the issuance of any building permit in the Project Area, required water system improvements shall be in place.
   - All City ordinance or other actions regulating the use of water shall be implemented by all new and substantially rehabilitated development in the Project Area.
   - The City Engineering Department shall consult with project proponents within the Redevelopment Area as to the most effective methods of reusing wastewater generated by proposed projects.
   - Where possible, landscaping of the Redevelopment Area shall use recycled wastewater.
   - Water conservation measures are recommended by the California Department of Water Resources shall be incorporated in all new or substantially rehabilitated projects, including
     - Low-flush toilets of no greater than 1.6 gallons per flush;
     - Low-flow shower heads;
     - Insulation of hot water lines to provide hot water faster with less water waste and to keep hot pipes from heating cold water pipes;
     - Water pressure greater than 50 pounds per square inch to be reduced to less than 50 pounds per square inch by means of a pressure reducing valve;
     - Landscape with low water consuming or drought tolerant plants in all commercial and industrial projects, and in public areas in residential projects. Landscaped areas should also be mulched to the maximum extent to reduce evaporation and maintain soil moisture;
     - Install efficient irrigation systems that minimize runoff and evaporation, and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods to consider in increasing irrigation efficiency;
     - Encourage projects of appropriate size to connect to the available recycled water system for irrigation purposes.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

Standard Conditions and Mitigation Measures

Standard Conditions

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following standard conditions are imposed on all development projects and will be required as part of future residential development on the site:

Section 4.12: Utilities

Standard Condition 4.12.1: Future residential development shall coordinate with the Ontario Engineering Department on off-site water system improvements needed to serve the site and with the Ontario Building Department for needed on-site water lines. Specifically, the following measures shall be implemented:

- *The revised PAP for each Planning Area shall include a detailed discussion of water system requirements, phasing and financing that shall be prepared to the satisfaction of the City.*
- *Precise water system requirements shall be determined during specific project design review. Water design requirements will be subject to the provisions of site plan review by the City of Ontario.*
- *Construction of water system improvements within the Project Area and water connection fees shall be the responsibility of the applicant. In addition, the applicant shall be responsible for correcting any sewer (water) system deficiencies outside the Project Area resulting from the Project.*
- *Prior to issuance of any building permit in the Project Area, required water system improvements shall be in place.*

Standard Condition 4.12.2: Future residential development shall implement water conservation measures in accordance with the California Plumbing Code, Title 6, Chapter 8a of the Ontario Municipal Code, and as recommended by the California Department of Water Resources in all new or substantially rehabilitated structures, including the following:

- *Low flush toilets of no greater than 1.6 gallons per flush;*
- *Low flow shower heads;*
- *Insulation of hot water lines to provide hot water faster with less water waste and to keep hot pipes from heating cold water pipes;*
- *Water pressure greater than 50 pounds per square inch be reduced to less than 50 pounds per square inch by means of a pressure reducing valve;*
- *Landscape with low water consuming or drought tolerant plants in all commercial and industrial projects, and in public areas in residential projects. Landscaped areas should also be mulched to the maximum extent to reduce evaporation and maintain soil moisture;*
- *Install efficient irrigation systems that minimize runoff and evaporation, and maximize the water the will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods to consider in increasing irrigation efficiency;*
- *Require projects of appropriate size to connect to the recycled water system for irrigation purposes.*

Standard Condition: 4.12.3: All City ordinances or other actions regulating the use of water approved by the City Council shall be implemented by all new development within the Project Area.

Standard Condition 4.12.4: The landscape irrigation system installed on the site shall have the capability of being retrofitted to utilize recycled water supplies when they become available, in accordance with Title 6, Chapter 8C, Recycled Water Use, of the Ontario Municipal Code.

Standard Condition 4.12.5: The City Engineering Department shall consult with project proponents within the Redevelopment Area as to the most effective methods of reusing wastewater generated by proposed projects.

Mitigation Measures

Impacts on water services would not be significant with compliance with the standard conditions above. Thus, no mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would generate a demand for water and would require water supplies and services from the Ontario Utilities Department. Improvements to the on-site and off-site water system may be needed. Implementation of the standard conditions is expected to provide adequate service and reduce water demands. Mitigation for greenhouse gas emissions (MM 4.15.1) would also reduce on-site water consumption. No unavoidable significant adverse impact on water services is expected.

4.12.2 Wastewater and Sewer Services

Environmental Setting

Sewage in the City of Ontario is conveyed on City sewer lines to the regional sewer trunks of the Inland Empire Utilities Agency (IEUA) for treatment, reclamation, and disposal.

There are existing City sewer lines on Turner Avenue, Old Guasti Road, Archibald Avenue, Airport Drive and New Guasti Road. Two sewer lines (an 8-inch line and an 18-inch line) run along Turner Avenue, which connect to a 3rd line along Turner Avenue that is owned by IEUA. An 8-inch line runs along Old Guasti Road (but is planned for removal). An 8- to 10-inch line runs along New Guasti Road, which turns south through the Specific Plan area and across the UPRR tracks to an existing 12-inch line along Airport Drive. Another 15-inch sewer line runs southerly along the west side of Archibald Avenue.

The IEUA has a 30-inch sewer trunk line (Turner Trunk Line) on Turner Avenue that runs from under the I-10 Freeway south to the UPRR tracks, where it turns east as a 39-inch line along the tracks and then along Airport Drive before turning south on Haven Avenue (as the Cucamonga Trunk Relief Sewer Line) and ultimately going into the Regional Water Recycling Plant (RP-1) located south of the SR-60 Freeway. The RP-1 treatment plant has a 44-million-gallon-per-day (mgd) capacity and currently treats an average of 31 to 38 mgd (Ryan Shaw, IEUA).

Since the site is largely vacant and the existing historic structures are not in use, sewage generation at the site is limited to that generated by the US Post Office.

New development in the City is responsible for correcting sewer deficiencies inside and downstream of the project site that is created or exacerbated by the development project, as identified in the City's Sewer Master Plan.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Requires or results in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board; or
- Results in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Environmental Impacts

Future residential development under the proposed Specific Plan Amendment would require sewage disposal and treatment services from the City of Ontario Utilities Department and the Inland Empire Utilities Agency (IEUA).

Sewer Services and Facilities *(Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?)*

Future residential development under the proposed Amendment would generate sewage and wastewater requiring sewage treatment and disposal. Sewer lines that would be needed to serve future residential development include new sewer lines on Old Guasti Road and Biane Lane.

Ten-inch sewer lines are proposed on Old Guasti Road and Biane Lane to serve the project site, which would connect to the existing 18-inch line on Turner Avenue. These improvements would have to be designed in accordance with the City's sewer system guidelines and criteria and approved by the City Engineer. Figure 4.12-2, *Existing and Proposed Sewer Lines*, shows the sewer lines that would serve the site.

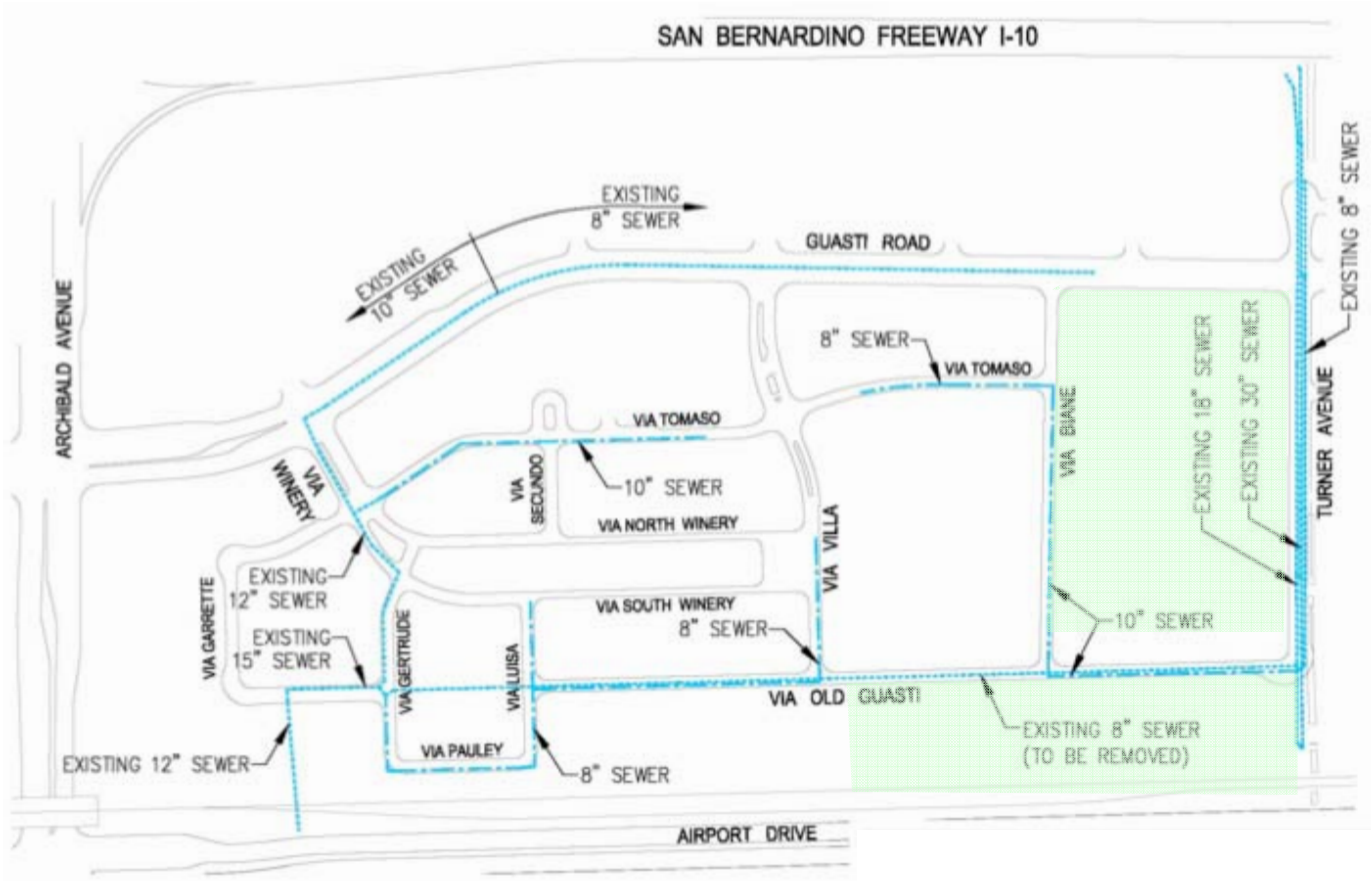
Future residential development would have to be accompanied by the construction of the needed sewer lines on Old Guasti Road and Biane Lane to ensure adequate sewer services. As required by the City of Ontario, sewer system improvements will be built as part of future residential development in accordance with the City's Sewer System Design Guidelines and Criteria and as approved by the City Engineer.

As proposed under the Amendment, the on-site sewer system will not meet the minimum City requirements of depth (7 feet cover minimum) and velocity (2 fps minimum) at all locations. The proposed on-site sewer locations that will not meet minimum depth requirements are Line A in Via Luisa, portions of Line B in Via Tomaso, Line C in Via Old Guasti, Line C in Via Biane, Line C in Via Tomaso, Line D in Via Old Guasti, and Line D in Via Villa. The proposed locations that will not meet minimum velocity requirements are Line A in Via Gertrude, Line A in Via Pauley, portions of Line A in Via Luisa, Line D in Via Old Guasti, and Line D in Via Villa. Future residential development would have to coordinate with Ontario Engineering and Building Departments on sewer system improvements needed to serve the development, as a standard condition..

IEUA's RP-1 has approximately 6 to 13 mgd of remaining capacity to serve future development within their service area. The IEUA has indicated that there are remaining capacities within the sewer trunks and treatment plants to serve the 500 dwelling units that may be developed on the site under the proposed Amendment. Ongoing improvements and expansion plans at the treatment plant are expected to allow IEUA to adequately serve their service area. Impacts on sewer services and facilities would be less than significant.

Wastewater Treatment Requirements *(Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?)*

The proposed Amendment would allow residential development, which would generate wastewater from toilets, bathrooms and kitchens. This wastewater would be discharged into the sewer system and conveyed to RP-1 for treatment. No pre-treatment is required for domestic wastewater from residential uses. Thus, the treatment requirements of the Regional Water Quality Control Board would not be exceeded by domestic wastewater from future residential uses. The IEUA has indicated that they do not foresee any adverse impacts on their services from the proposed Amendment. Residential uses generally do not generate wastewater requiring pre-treatment. Thus, the proposed Amendment would not lead to development that would exceed the treatment requirements of the Regional Water Quality Control Board.



Existing Sewer Line

Proposed Sewer Line

Proposed Residential Overlay Zone

N

Figure 4.12-2
Existing and Proposed Sewer Lines

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Sewer System Capacity *(Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?)*

The existing US Post Office is connected to the City's public sewer system. While limited sewage generation currently occurs at the site, future residential development would require sewer services and would connect to the existing sewer lines near the project site.

Comparison of sewage generation from future residential uses and commercial development is provided in Table 4.12-2, *Estimated Sewage Generation*.

TABLE 4.12-2
ESTIMATED SEWAGE GENERATION

Land Use	Size	Sewage Generation Factor per unit/sf*	Sewage Generation	Sewage Generation Factor per acre*	Sewage Generation
Residential	500 units	270 gpd/unit	135,000 gpd	3824 gpd/acre	44,817 gpd
Office	450,000 sf	144 gpd/tsf	64,800 gpd	2200 gpd/acre	25,784 gpd
		Difference	+70,200 gpd		+19,033 gpd

gpd – gallons per day tsf – thousand square feet
* Ontario Sewer System Design Guidelines, 2006
Source: Proposed Guasti Plaza Specific Plan Amendment, 2008

Using the more conservative per unit or per square foot factors, approximately 135,000 gallons of wastewater and sewage would be generated by future residential development and would require disposal and treatment. This volume can be compared to the demand from planned office uses at approximately 64,800 gallons of wastewater. Thus, an increase in wastewater generation of 70,200 gallons per day is expected with residential uses under the proposed Amendment. When compared to water consumption, these estimates are higher and likely to reflect peak sewage flows. Using per acre factors, approximately 44,817 gallons of wastewater and sewage would be generated by future residential development but only 25,784 gallons of wastewater are expected from planned office uses. Thus, an increase in wastewater generation of 19,033 gallons per day is expected with residential development under the proposed Amendment.

As a standard condition, future residential development shall incorporate water conservation measures required under the California Plumbing Code and Title 6, Chapter 8a of the Ontario Municipal Code. On-site water conservation measures and a reduction in the use of potable water will also reduce sewage generation from future residential development.

Proposed changes to the text in the Specific Plan document show a recalculation of sewage flows demand from the different planning areas within Guasti Plaza. Average wastewater flows for the Guasti Winery would be 369,141 gallons per day (gpd), if residential uses are developed. Peak flow is estimated at 471,408 gpd. This is an increase over the adopted Specific Plan estimate of average flows of 324,500 gpd. Changes in average daily flows and peak flows are expected, due to the change in land use from commercial to residential and due to revisions to the assumptions and calculation methods that are used between the original Specific Plan and the proposed Amendment, with the Amendment been made to comply with the City's current Water and Sewer Design Development Guidelines and Specifications.

Section 4.12: Utilities

Future residential development would have to be accompanied by the construction of the needed sewer lines to ensure adequate sewer services to the site. As required by the City of Ontario, sewer system improvements will be built as part of future residential development, as approved by the City Engineer. The applicant/developer would be responsible for providing the necessary sewer system capacity needed to serve the project, as identified in the City's Sewer Master Plan.

Based on information provided by the IEUA on current treatment volumes, there is 6 to 13 mgd of available capacity at RP-1 to serve the sewage treatment needs of 500 dwelling units that may be developed at the site. Since this sewage generation is estimated to be 50,400 to 135,000 gpd only, no significant adverse impacts related to sewer system capacity are expected.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR

The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would generate sewage and increase demand for sewage treatment. Estimates for sewage generation from existing land uses and future development were provided. The previous EIR also indicated sewer system upgrades are needed to serve the Specific Plan area, including the project site. Mitigation measures that require sewer system upgrades as part of development, available treatment capacity, water conservation, and on-site treatment, where necessary, would reduce impacts to acceptable levels.

> *Future residential development would change the sewage generation from the site, with an increase in sewage volume over planned office uses.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. The PAP for each Planning Area shall include a detailed discussion of sewer system requirements, phasing and financing that shall be prepared to the satisfaction of the City.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

2. Precise sewer system requirements shall be determined during specific project design review. Sewer design requirements will be subject to the provisions of site plan review by the City of Ontario.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

3. Prior to the issuance of any building permit in the Project Area, required sewer system improvements shall be in place.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

4. Construction of sewer system improvements within the Project Area and sewer connection fees shall be the responsibility of the applicant. In addition, the applicant shall be responsible for correcting any sewer system deficiencies outside the project area resulting from the Project.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

5. At the time of building permit application submittal, all industrial and commercial users must demonstrate to the satisfaction of the City, on-site measures to reduce the load strength of the sewage.

   This mitigation measure is not applicable to future residential development under the proposed Specific Plan Amendment.

6. All new development within the Project Area must obtain approval from the City of Ontario prior to occupancy. Evidence of the CBMWD (now IEUA) treatment facility's ability to serve shall be submitted prior to the issuance of building permits.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

7. Implementation of the water conservation mitigation measures above also will reduce per unit sewage flows.

   Water conservation mitigation measures will be implemented by future residential development under the proposed Specific Plan Amendment, as discussed above.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan indicated development would increase sewage generation but impacts would be less than significant with public improvement projects. Some of the mitigation measures in the Specific Plan EIR for sewer system improvements, on-site measures to reduce load strength and water conservation measures, were reiterated.

Future residential development would change the sewage generation from the site, with an increase in sewage volume over planned office uses.

Mitigation measures in the EIR for Guasti Redevelopment Plan included some of the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. <u>Sewer Service Impact 3.10B-1</u>
   In addition to the proposed water facility improvements discussed above, the following mitigation measures will be applied to the Project to ensure adequate wastewater capacity and water conservation:

- Prior to the issuance of any building permit in the Redevelopment Area, required sewer system improvement shall be in place.
- At the time of building permit application submittal, all industrial and commercial users must demonstrate, to the satisfaction of the City, on-site measures to reduce the load strength of the sewage.
- Implementation of the water conservation mitigation measures above shall also be applied to reduce unit sewage flows.

This mitigation is similar to those in the Specific Plan EIR and remains applicable to future residential development under the proposed Specific Plan Amendment.

Standard Conditions and Mitigation Measures

Standard Conditions

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following standard condition is imposed on all development projects and will be required as part of future residential development on the site:

Standard Condition 4.12.6: Future residential development shall coordinate with the Ontario Engineering Department on off-site sewer system improvements needed to serve the site and with the Ontario Building Department for needed on-site sewer lines. Specifically, the following measures shall be implemented:

- *The revised PAP for each Planning Area shall include a detailed discussion of sewer system requirements, phasing and financing that shall be prepared to the satisfaction of the City.*
- *Precise sewer system requirements shall be determined during specific project design review. Sewer design requirements will be subject to the provisions of site plan review by the City of Ontario.*
- *Construction of sewer system improvements within the Project Area and sewer connection fees shall be the responsibility of the applicant. In addition, the applicant shall be responsible for correcting any sewer system deficiencies outside the project area resulting from the Project.*
- *Prior to the issuance of any building permit in the Project Area, required sewer system improvements shall be in place.*
- *All new development within the Project Area must obtain approval from the City of Ontario prior to occupancy. Evidence of the IEUA treatment facility's ability to serve shall be submitted prior to the issuance of building permits.*

Mitigation Measures

No significant adverse impact on sewer services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future development under the proposed Amendment would generate a demand for sewage disposal and would require sewer services from the City. Sewage treatment capacity at IEUA's RP-1 Plant is available to serve future development on the site. Implementation of water conservation measures would also reduce sewage generation. Construction of sewer system

upgrades on-site as part of future residential development, as a standard condition, is expected to provide adequate sewer service. No unavoidable significant adverse impact on sewer services is expected.

4.12.3 Storm Drainage

Environmental Setting

Storm drainage on the largely vacant site consists of ground absorption and sheet flow to the southwest, with sheet flow entering a riser at the southwestern section of the Specific Plan area that is connected to the storm drain pipe running across the UPRR tracks.

Two 48-inch reinforced concrete pipes have been connected to two culverts running under the I-10 Freeway into the Specific Plan Area. These pipes convey runoff south into a 54- to 84-inch pipe constructed on New Guasti Road, bending southerly through the site and crossing the UPRR tracks, with stormwater entering the Cucamonga Creek farther southwest.

Turner Channel, a combination of concrete-lined open channel and underground pipe along the east side of Turner Avenue, conveys runoff from areas to the north and east of Turner Avenue southerly across the UPRR tracks.

West of Archibald Avenue, stormwater flows southerly from a box culvert under the I-10 Freeway and sheet flows south of the freeway and into a culvert under Guasti Road and again sheet flows before entering a 48-inch pipe that crosses the UPRR tracks. The runoff then flows westerly within a box culvert that connects to the Cucamonga Creek farther west.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

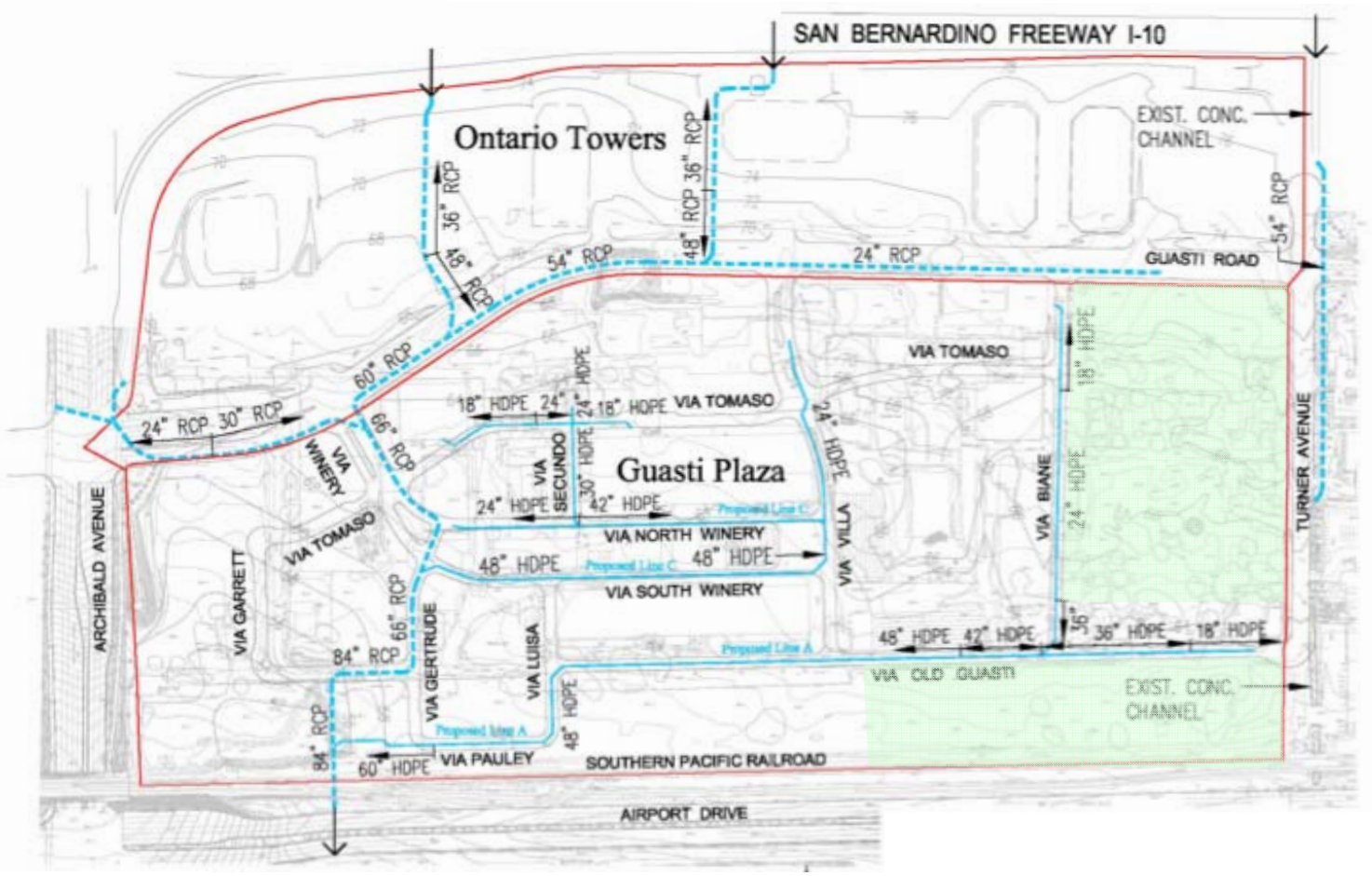
A project that causes a significant adverse impact on stormwater quality may also be considered to have a significant adverse impact on storm drainage.

Environmental Impacts

Future residential development will result in the increase in impervious surfaces that would increase runoff rates and volumes from the site.

Storm Drainage Facilities *(Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?)*

Future residential development under the proposed Amendment would lead to the introduction of impervious surfaces on the site, which would change stormwater volume and runoff rate from the site. Storm drainage facilities that would be needed to serve future residential development have been identified in the proposed Amendment. Figure 4.12-3, *Existing and Proposed Storm Drainage*, shows existing and proposed storm drain facilities.



Existing Storm Drain

Proposed Storm Drain

Direction of Flow

Proposed Residential Overlay Zone

Source: Guasti Plaza Specific Plan, 2010

N

Figure 4.12-3
Existing and Proposed Storm Drain Lines

Guasti Plaza Specific Plan Amendment
Supplemental EIR

A proposed storm drain line on Old Guasti Road will convey stormwater westerly toward the new north-south storm drain line farther west. A riser has been provided on this existing 84-inch line to serve the area east of Archibald Avenue and south of New Guasti Road. A new storm drain line is also proposed to loop around and serve the central portion of the Specific Plan area. These improvements have been designed in accordance with the City's stormwater drainage system criteria and guidelines.

Future residential development would have to be accompanied by the construction of the needed storm drain line to prevent the creation of on-site and downstream flood hazards. As required by the City of Ontario, storm drain improvements will be built as part of future residential development, as approved by the City Engineer. No significant adverse impact on storm drainage facilities is expected.

Stormwater Quality *(Would the project substantially degrade stormwater quality?)*

Future residential development on the site would lead to the introduction of pollutant sources that may impact water quality at Cucamonga Creek and the Santa Ana River. These pollutants include bacteria/virus, heavy metals, nutrients, pesticides, organic compounds, sediments, trash/debris, oxygen demanding substances, oil and grease that may be generated by various outdoor maintenance, vehicles, fertilizer/pesticide applications, construction, and other activities associated with urban residential land uses.

Future residential development would need to comply with NPDES mandates regarding the prevention of pollutant discharges into the stormwater through the development and implementation of Stormwater Pollution Prevention Plans (SWPPPs) during the construction phases and implementation of source control and treatment control measures as part of the Water Quality Management Plans (WQMPs) for new development. The SWPPP would identify construction-related erosion, sedimentation and pollution control measures that would be implemented during construction activities, to minimize the discharge of pollutants into the stormwater and existing drainage channels to the maximum extent practicable. The WQMP would identify the permanent site design, source control and treatment control best management practices (BMPs) that would effectively prohibit non-stormwater discharges from entering into the storm drain system and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. Compliance with these standard conditions would prevent degradation of stormwater quality. Less than significant adverse impacts are expected.

This is discussed in greater detail in Section 4.8, *Hydrology, Water Quality and Flooding.*

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The Guasti Plaza Specific Plan identified the needed storm drainage system improvements that would accompany future development within the Specific Plan area. The EIR summarized these improvements and called for development to be accompanied by storm drainage improvements and construction BMPs.

Future residential development would increase runoff volumes and rates and would require the construction of storm drain lines to connect to existing facilities.

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. The PAP for each Planning Area shall include a detailed discussion of drainage system requirements, phasing and financing that will be prepared to the satisfaction of the City.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

2. Construction of required storm drain improvements within the Project Areas shall be the responsibility of the applicant.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

3. Prior to the issuance of any building permit in the Project Area, required drainage system improvements consistent with the City Master Plan of Drainage shall be in place.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

4. Precise drainage system requirements will be determined during specific project design review. Drainage design requirements will be subject to the provisions of site plan review by the City of Ontario.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

5. Prior to the issuance of any building permit in the Project Area, the applicant must obtain a General Construction Activity Storm Water Runoff Permit from the State Water Resources Control Board. A Notice of Intent, in addition to applicable fees, must be submitted at least thirty (30) days prior to initiation of construction activity on the site.

   This mitigation measure remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition. It is included in Section 4.8, Hydrology, Water Quality and Flooding, of this SEIR.

Guasti Redevelopment Plan EIR
The EIR for the Guasti Redevelopment Plan stated that increases in runoff volume would exceed capacities of the existing drainage infrastructure. Infrastructure improvements are needed, along with the implementation of mitigation measures (listed in Section 4.8, *Hydrology, Water*

Quality and Flooding), including those in the Specific Plan EIR. Impacts were expected to be less than significant after mitigation.

> *Consistent with the EIR for the Redevelopment Plan, future residential development would increase runoff volumes and rates and would require the construction of storm drain lines to connect to existing facilities.*

Standard Conditions and Mitigation Measures

Standard Conditions

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following standard condition is imposed on all development projects and will be required as part of future residential development on the site:

Standard Condition 4.12.7: Future residential development shall coordinate with the Ontario Engineering Department on off-site storm drainage system improvements needed to serve the site and with the Ontario Building Department for needed on-site storm drain lines. Specifically, the following measures shall be implemented:

- *The revised PAP for each Planning Area shall include a detailed discussion of drainage system requirements, phasing and financing that will be prepared to the satisfaction of the City.*
- *Precise drainage system requirements will be determined during specific project design review. Drainage design requirements will be subject to the provisions of site plan review by the City of Ontario.*
- *Construction of required storm drain improvements within the Project Areas shall be the responsibility of the applicant.*
- *Prior to the issuance of any building permit in the Project Area, required drainage system improvements consistent with the City Master Plan of Drainage shall be in place.*

Mitigation Measures

No significant adverse impact on storm drainage is expected and, thus, no mitigation measure is recommended. Standard conditions and mitigation measures that would prevent significant adverse impacts on stormwater pollution and flood hazards are discussed in Section 4.8, *Hydrology, Water Quality and Flooding*.

Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would increase stormwater runoff from the site, which would be conveyed into the storm drain line proposed on Old Guasti Road. Construction of needed storm drain lines, as a standard condition, would provide adequate storm drainage to the site and the surrounding area, preventing unavoidable significant adverse impacts on storm drainage.

4.12.4 Solid Waste Disposal

Environmental Setting

Solid waste collection and recycling services are provided by City's Solid Waste Department, with solid wastes brought to the West Valley Materials Recovery Facility for recycling and for disposal at the El Sobrante Landfill.

The West Valley Materials Recovery Facility (MRF) is located a 13373 Napa Street, just west of the City of Fontana. This MRF is owned by Burrtec and is permitted to accept 5,000 tons per day of municipal solid wastes and mixed recyclables.

Refuse from the MRF is brought to the Mid-Valley Landfill, located at 2390 North Alder Avenue in the City of Rialto. The Mid-Valley Sanitary Landfill is located at 2930 Alder Avenue in the City of Rialto. This landfill encompasses 498 acres and has a total capacity for 62 million cubic yards. As of January 2008, it had a remaining capacity of 35.27 million cubic yards and is expected to close in 2033. It has a daily limit capacity of 7,500 tons and receives an average of 2,790 tons per day.

The El Sobrante Landfill is located at 10910 Dawson Canyon in Corona and is owned by Waste Management. This landfill covers approximately 3,122 total acres and has capacity for 184.93 million tons of solid wastes. As of April 2007, it had 118.57 million tons of remaining capacity. It is permitted to accept 9,500 tons per day and is expected to operate for 35 to 40 more years. It accepts an average of 7,100 tons per day. Waste Management has a Class I hazardous waste facility in Kettleman City, California for the disposal of hazardous wastes.

In accordance with AB 939 - the California Integrated Waste Management Act, the City of Ontario implements waste diversion and recycling programs. Residential recycling is provided exclusively by the City. The City provides commercial recycling services but private recycling companies may also serve commercial uses in the City. The City also has a Household Hazardous Waste facility.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Would be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs; or,
- Does not comply with federal, state, and local statutes and regulations related to solid waste.

Environmental Impacts

Future residential development under the proposed Amendment would generate solid wastes requiring collection and disposal at area landfills.

Landfill Capacity *(Would the project be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs?)*

The proposed Amendment would allow residential development, which would generate construction wastes and solid wastes requiring landfill disposal. Table 4.12-3, *Estimated Solid Waste Generation*, compares the solid waste volume from future residential and commercial uses.

TABLE 4.12-3
ESTIMATED SOLID WASTE GENERATION

Land Use	Size	Waste Generation Factor*	Estimated Waste Generation
500 dwelling units	1,001 residents	2 lbs/unit/day	2,002
450,000 sf office use	1,287 employees	23.6 lbs/emp/day	30,373
		Difference	-28,371
lbs – pounds emp - employee * City on Ontario letter, 2009			

Approximately 2,002 pounds or 1.0 ton of solid wastes would be generated daily by the estimated 1,001 residents of 500 dwelling units proposed under the Amendment. This is 28,371 pounds or 14.2 tons less than the solid waste generation from planned office uses, which is estimated at 30,373 pounds or 15.2 tons per day. Residential recycling could reduce waste volume requiring landfill disposal, which is estimated at 24% citywide in 2007.

The US EPA's Characterization of Building-Related Construction and Demolition Debris in the United States estimates construction activities for multi-family structures to generate an average of 4 pounds of solid wastes per square foot of building or a total of 1.8 million pounds (900 tons) from 450,000 square feet of residential development. Non-residential structures are estimated to generate 3.89 pounds per square foot or a total of 1.75 million pounds (875 tons). Thus, slightly more construction wastes (25 tons more) would be generated by the 500 dwelling units than planned office uses of the same size.

The City of Ontario Solid Waste Department has indicated that it can provide adequate waste collection services to the proposed 500 dwelling units and existing developments in the City.

There are remaining landfill capacities and daily capacities at the Mid-Valley Landfill (4,710 tons), and El Sobrante Landfill (2,400 tons), to serve the waste disposal needs of future residential development. No significant adverse impacts on landfill capacities are expected.

Solid Waste Regulations *(Would the project comply with federal, state, and local statutes and regulations related to solid waste?)*

Refuse collection within the City of Ontario is provided by the City's Solid Waste Department, with recycling services at West Valley Materials Recycling Facility.

As required by the City, a Construction and Demolition Recycling Plan would be needed that recycles at least 50% of the construction wastes. With the estimated maximum of 900 tons of construction wastes, at least 450 tons would be recycled at the West Valley Materials Recycling Facility and 450 tons would be disposed at El Sobrante Landfill. Voluntary residential recycling programs could also lead to an approximately 24 percent recycling (Citywide average) or 910 pounds per day would be recycled at the West Valley Materials Recycling Facility and 2,880 pounds would be disposed at El Sobrante Landfill at occupancy of the dwelling units.

The proposed Amendment includes a Recycling Plan that will require future owners and tenants to work with the City of Ontario to develop a recycling plan for all uses within the Guasti Plaza Specific Plan that is consistent with and meets or exceeds the goals of the City of Ontario's recycling policies. Trash enclosures throughout the site will accommodate designated recycling waste bins in addition to standard trash bins. The use of trash receptacles that include separate recycling containers is also encouraged throughout the site.

As indicated earlier, there is capacity at the MRF and landfills serving the site to accommodate solid waste generation from future residential development. Impacts are expected to be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR

The EIR for the Guasti Plaza Specific Plan indicated that future development within the Specific Plan area would generate solid wastes requiring landfill disposal at Milliken Landfill (now closed). Estimates of waste generation from existing and future development were provided. Mitigation to utilize compactors and proper disposal of hazardous wastes were recommended. Impacts would be reduced but demand for landfill space would not be eliminated.

> *Future residential development would change the solid waste generation from the site, with a decrease in waste volume over planned office uses.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Where feasible, commercial and industrial buildings shall install refuse compacting equipment to substantially reduce the number of refuse hauling trips and allow for more effective and sanitary disposal. Prior to the submittal of any building permit application within the Project Area, the City shall determine the feasibility of such installation.

   This mitigation is not applicable to future residential development under the proposed Specific Plan Amendment.

2. Any hazardous waste that is generated on-site, or is found on-site during demolition, rehabilitation, or new construction activities shall be remediated, stored, handled, and transported to an appropriate disposal facility by a licensed hauler in accordance with appropriate local, State and Federal laws, as well as with the City's Source Reduction and Recycling Element of the General Plan. All National Pollution Discharge Elimination System (NPDES) requirements shall be satisfied.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan indicated development would increase solid waste generation but service and disposal impacts would be less than significant. Mitigation measures in the Specific Plan EIR were reiterated.

> *Future residential development would change the solid waste generation from the site, with a decrease in waste volume over planned office uses.*

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. Solid Waste Disposal

   Although not significant to further mitigate Project impact to the local and regional solid waste system, the following measures should be applied to the Project:

   - Commercial and industrial buildings shall install refuse compacting equipment to substantially reduce the number of refuse hauling trips and allow for more affective and sanitary disposal prior to the submittal of any building permit application within the Project Area, the City shall determine the feasibility of such installation.
   - Any hazardous waste that is generated on-site, or is found on-site during demolition, rehabilitation, or new construction activities shall be remediated, stored, handled, and transported to an appropriate disposal facility by a licensed hauler in accordance with appropriate local, State and Federal laws, as well as with the City's Source Reduction and Recycling Element of the General Plan.

   The first bullet under this mitigation is not applicable to future residential development under the proposed Specific Plan Amendment. The second bullet remains applicable to future residential development, as a standard condition.

Standard Conditions and Mitigation Measures

Standard Conditions

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following standard conditions are imposed on all development projects and will be required as part of future residential development on the site:

Standard Condition 4.12.8: Future residential development shall implement waste reduction, disposal, and recycling measures during construction and operations in accordance with Title 6, Chapter 3 (Integrated Solid Waste Management) of the City's Municipal Code. This includes the development and implementation of a Construction and Demolition Recycling Plan, during the construction phase of the project.

Standard Condition 4.12.9: Any hazardous waste that is generated on-site, or is found on-site during demolition, rehabilitation, or new construction activities shall be remediated, stored, handled, and transported to an appropriate disposal facility by a licensed hauler in accordance with appropriate local, State and Federal laws, as well as with the City's Source Reduction and Recycling Element.

Mitigation Measures

No significant adverse impact on solid waste disposal is expected and, thus, no mitigation measure is recommended. However, mitigation in Section 4.15, *Greenhouse Gases and Climate Change*, calls for an additional waste reduction measure:

- *Participate in green waste collection and recycling programs for landscape maintenance*

This will further reduce disposal requirements and demand for landfill capacity from the future residential development under the proposed Amendment.

Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would generate solid wastes and would require disposal services from the City of Ontario, recycling capacity at the West Valley MRF and landfill capacity at the EL Sobrante Landfill and Mid-Valley Sanitary Landfill. Existing landfill capacities are available to serve future development on the site. Implementation of waste reduction and recycling measures and the standard conditions would reduce solid waste generation from future residential development. No unavoidable significant adverse impact on solid waste disposal services is expected.

4.12.5 Electrical Power Service

Environmental Setting

The Southern California Edison Company (SCE) provides electrical power services to the project area, the City of Ontario, and the majority of the Inland Empire. SCE is one of the largest electric utility agencies in the United States. On an average day, SCE provides power to more than 13 million individuals, 180 cities, 5,000 large businesses, and 280,000 small businesses in its 50,000-square-mile service area in coastal, central, and southern California. The company's distribution system includes 16 utility interconnections and 4,990 transmission and distribution circuits.

There are overhead power lines on Turner Avenue and across the site, as well as underground lines and streetlights on New Guasti Road.

Electrical power use at the site is limited for the needs of the US Post Office.

Threshold of Significance

A project is considered to have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Requires or results in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
- Results in inadequate services to existing customers; or
- Sufficient energy resources are not available to serve the project.

Environmental Impacts

Future residential development under the proposed Specific Plan Amendment would require electrical power supplies and services from SCE.

Electrical Power System and Facilities *(Would the project require or result in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?)*

Future residential development under the proposed Amendment would require power services and would connect to existing power lines near the site. Estimates of power consumption from future residential, as compared to commercial development on the project site, are provided in Table 4.12-4, *Estimated Power Consumption*.

TABLE 4.12-4
ESTIMATED POWER CONSUMPTION

Land Use	Size	Consumption Factor*	Estimated Consumption
500 dwelling units	1,001 residents	5626.5 kWh/du/yr	2.81 million kWh
450,000 sf office use	1,287 employees	12.95 kWh/sf/yr	5.83 million kWh
		Difference	-3.02 million kWh

kWh – kilo-watt hour
du – dwelling unit
sf – square foot/square feet
yr - year
* SCAQMD CEQA Air Quality Handbook, 1993, as amended

As shown, approximately 2.81 million kilowatt-hours of electricity is needed by future residential development, which can be compared to the demand from office uses at approximately 5.83 million kilowatt-hours. Thus, a decrease in future power consumption of 3.02 million kilowatt-hours is expected with residential uses under the proposed Amendment.

SCE has indicated that the electrical loads for the project are within the parameters for projected load growth in the area and that they can serve all customers' loads with planned distribution resources. Incorporation of energy conservation measures into future residential development would contribute to the energy savings goal. Power services will need to be coordinated with SCE to ensure timely provision and construction of the needed connections and power lines on the site. Impacts are expected to be less than significant.

Change to Existing Services *(Would the project result in inadequate services to existing customers?)*

Existing power lines crossing the site and on Turner Avenue would be removed and replaced with underground conduits along abutting streets and internal roads. This would be coordinated with SCE.

SCE has indicated that while total system demand is expected to increase annually, they have plans for new distribution resources and can serve all customers. Thus, no adverse impacts to existing power services by SCE are expected.

Energy Resources *(Would sufficient energy resources be available to serve the project?)*

As stated earlier, SCE has indicated that they have plans for new distribution resources and can serve all customers. Thus, no significant adverse impacts on energy resources are expected with future residential development under the proposed Amendment. Energy conservation measures are also expected to result in energy savings.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR

The Guasti Plaza Specific Plan EIR analyzed impacts related to electrical power services, and estimates an increase in power consumption to approximately 4.3 million kilowatt-hours per month at buildout.

> *Future residential development would change the power consumption on the site, with a decrease in demand over planned office uses.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Project design and operation shall implement energy conservation measures to conform to Title 24 requirements, and any other applicable requirements of the City of Ontario

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

2. Project design and operation shall comply with the California Code of Regulations and local Building and Safety Codes guidelines for construction of more energy efficient structures. To reduce visual impacts, undergrounding of utility lines should be required in design specifications or development projects within the Project Area.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

Guasti Redevelopment Plan EIR

The Guasti Redevelopment Plan EIR did not analyze impacts related to electrical power demand and services.

Standard Conditions and Mitigation Measures

Standard Conditions

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan, the following standard conditions are imposed on all development projects and will be required as part of future residential development on the site:

Standard Condition 4.12.10: Future residential development shall coordinate with the SCE on power line extensions, undergrounding, and service connections to serve individual dwelling units and on-site facilities.

Standard Condition 4.12.11: Future residential development shall implement energy conservation measures, as required under Title 24, Part 6, of the California Code of Regulations (California's Energy Efficiency Standards for Residential and Nonresidential Buildings).

Mitigation Measures

No significant adverse impact on power services is expected and, thus, no mitigation measure is recommended. However, mitigation in Section 4.15, *Greenhouse Gases and Climate Change*, calls for additional energy conservation measures, such as:

- *Construct new residential buildings to exceed current California Title 24 energy efficiency requirements by twenty (20) percent.*
- *Maximize use of low pressure sodium and/or fluorescent lighting*
- *Require acquisition of new appliances and equipment to meet Energy Star certification*

This will further reduce energy demand from the future residential development under the proposed Amendment.

Unavoidable Significant Adverse Impacts

Future residential developments under the proposed Amendment would generate a demand for electrical power and would require services from SCE. Existing power supplies are available to serve future development on the site. Extension of existing lines to individual dwelling units and implementation of energy conservation measures under Title 24 are expected to provide adequate service and reduce energy demands. Mitigation for greenhouse gas emissions (MM 4.15.1) would further reduce on-site energy consumption. No unavoidable significant adverse impact on power services is expected.

4.12.6 Natural Gas Service

Environmental Setting

Sempra Utilities (formerly the Southern California Gas Company) provides natural gas services to the City of Ontario, including the project site. Sempra is the nation's largest natural gas distribution utility, with approximately 20.3 million customers and 5.7 million meters in 500 communities. The company's service area encompasses 20,000 square miles throughout most of central and southern California, from Visalia to the Mexican border. Sempra delivered 2.483 million cubic feet of gas per day in 2005. Like other privately-owned utilities in the State, Sempra's operations are regulated by the California Public Utilities Commission.

The US Post Office on the site does not use natural gas at this time.

Threshold of Significance

A project is considered to have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Requires or results in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
- Results in inadequate services to existing customers; or
- Sufficient energy resources are not available to serve the project.

Environmental Impacts

Future residential development under the proposed Specific Plan Amendment would require natural gas supplies and services from Sempra Utilities.

Natural Gas System and Facilities *(Would the project require or result in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?)*

Future residential development would create a direct demand for natural gas. Since energy demand is highly variable between various types of appliances and machinery/equipment, estimates of natural gas consumption are difficult to make without more detailed information on the types of equipment and appliances that would be used in the proposed buildings. Table 4.12-5, *Estimated Natural Gas Consumption*, provides general estimates of natural gas consumption from future residential uses, as compared to commercial office development on the project site.

TABLE 4.12-5
ESTIMATED NATURAL GAS CONSUMPTION

Land Use	Size	Consumption Factor*	Estimated Consumption
500 dwelling units	1,884 residents	4011.5 cf/du/mo	2.01 million cf/mo
450,000 sf office use	1,364 employees	2.0 cf/sf/mo	0.9 million cf/mo
		Difference	+1.11 million cf/mo

cf - cubic feet du - dwelling unit mo – month
sf – square foot/square feet
* SCAQMD CEQA Air Quality Handbook, 1993, as amended

As shown, approximately 2.01 million cubic feet of natural gas per month is needed by future residential development, which can be compared to the demand from office uses at approximately 0.9 million cubic feet per year. Thus, an increase in future natural gas consumption of 1.11 million cubic feet per month is expected with future residential development under the proposed Amendment.

Natural gas service connection would need to be coordinated with Sempra to allow for timely and adequate service to the project. No adverse impacts on the existing gas lines or natural gas services and facilities are expected with future residential development.

Change to Existing Services *(Would the project results in inadequate services to existing customers?)*

Natural gas service connection that is made in coordination with Sempra will ensure that no disruption of service to adjacent land uses and no impacts to existing facilities or services of Sempra will occur with future residential development. Energy conservation measures would also reduce natural gas consumption from future residential development. Impacts on existing services would be less than significant.

Natural Gas Resources *(Would sufficient energy resources be available to serve the project?)*

Sempra provides natural gas service on demand. The natural gas resources that would be utilized by future residential development would represent a minor proportion of the resources of Sempra, when compared to its service area (20,000 square miles) and customer base (20.3 million customers). Thus, less than significant adverse impacts are expected on gas resources in the region.

Energy conservation measures would further reduce the gas consumption from future residential development. Impacts on natural gas resources are expected to be less than significant.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR

The Guasti Plaza Specific Plan EIR analyzed impacts related to natural gas services, and estimates an increase in gas consumption to approximately 7.9 million cubic feet per month at buildout.

> *Future residential development would change the natural gas consumption on the site, with an increase in demand over planned office uses.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. All new natural gas services and facilities built for development within the Guasti community will be in accordance with the policies and rules of the California Public Utilities Commission and federal regulatory agencies.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

2. Project design and operations shall incorporate and implement those energy conservation measures as appropriate to conform to California Code of Regulations Title 24 requirements.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

Guasti Redevelopment Plan EIR
The Guasti Redevelopment Plan EIR did not analyze impacts related to natural gas demand and services.

Standard Conditions and Mitigation Measures

Standard Conditions

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan, the following standard conditions are imposed on all development projects and will be required as part of future residential development on the site:

Standard Condition 4.12.12: Future residential development shall coordinate with Sempra Utilities on gas line extensions and connections to serve individual dwelling units and facilities on-site.

Standard Condition 4.12.13: All new natural gas services and facilities built for development within the Guasti community will be in accordance with the policies and rules of the California Public Utilities Commission and federal regulatory agencies.

Standard Condition 4.12.14: Project design and operations shall incorporate and implement those energy conservation measures as appropriate to conform to California Code of Regulations Title 24 requirements.

Mitigation Measures

No significant adverse impact on natural gas services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future residential development under the proposed Amendment would generate a demand for natural gas and would require services from Sempra Utilities. Existing natural gas supplies are available to serve future development on the site. Implementation of energy conservation measures would also reduce energy demands and natural gas consumption. Implementation of

the standard conditions is expected to ensure adequate service. No unavoidable significant adverse impact on natural gas services is expected.

4.12.7 Telephone and Cable Television Services

Environmental Setting

Verizon provides telephone services to the project area as the Local Exchange Carrier, while Time Warner Communications provides cable television services. Telephone lines are present on Turner Avenue, east of the site. There are no existing cable lines located near the site. The nearest cable facilities to the site are located north of the I-10 Freeway.

Threshold of Significance

A project is considered to have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- Requires or results in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Results in inadequate services to existing customers.

Environmental Impacts

Future residential development under the proposed Amendment may require telephone services from Verizon and cable services from Time Warner.

Telephone and Cable System and Facilities *(Would the project require or result in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?)*

Verizon and Time Warner provide service on demand, with new facilities and lines constructed as needed to serve future developments. Verizon has indicated that telephone services to the site would require connection to their existing lines on Turner Avenue and the upgrade of existing facilities. This will require coordination with Verizon when development plans are developed.

The cable lines north of the I-10 Freeway would need to be extended south to the project site, in order to obtain service from Time Warner. This extension will allow for the adequate provision of broadband service to the entire development area by Time Warner.

Future residential development would need to coordinate with Verizon and Time Warner to ensure the timely provision of telephone and cable services to the project site. At that time, Verizon and Time Warner would review their existing facilities in relation to the proposed project and develop a plan for service expansion as necessary. No significant adverse impacts are expected.

Change to Existing Services *(Would the project result in inadequate services to existing customers?)*

Future residential development under the proposed Specific Plan Amendment will create a direct demand for telephone and cable services. Demand for telephone and cable services would be dependent on the needs of individual households or businesses.

Extension of existing telephone and cable lines to the site is not expected to result in changes to existing telephone and cable services to adjacent areas. Coordination with Verizon and Time Warner will ensure that no disruption in existing services occurs and that telephone and cable services to future residential development are adequate and timely.

Time Warner has indicated that it does not anticipate any long-term implications related to their services to future residential development on the site. No significant adverse impacts on telephone and cable services are expected.

Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

The Guasti Plaza Specific Plan EIR and the Guasti Redevelopment Plan EIR did not analyze impacts related to Telephone and Cable Systems and Facilities.

> *Future residential development under the proposed Amendment may require telephone services from Verizon and cable services from Time Warner. Impacts are expected to be less than significant.*

Standard Conditions and Mitigation Measures

Standard Conditions

The following standard condition is imposed on all development projects and will be required as part of future residential development on the site:

Standard Condition 4.12.15: Future residential development shall coordinate with Verizon on telephone line extensions and with Time Warner for cable services needed to serve residential units on-site.

Mitigation Measures

No significant adverse impact on telephone and cable services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future residential development under the Amendment would generate a demand for telephone and cable television services and would require the expansion of facilities and services from Verizon and Time Warner. Existing telephone and cable lines would be extended into the site to serve the demand from future residential development. No unavoidable significant adverse impacts on telephone and cable television services are expected.

Section 4.13: Human Health and Hazards

4.13.1 Environmental Setting

A hazardous material is defined as any substance that may be hazardous to humans, animals, or plants, and may include pesticides, herbicides, toxic metals and chemicals, volatile chemicals, explosives, and even nuclear fuels or low-level radioactive wastes. The City of Ontario has a wide variety of industries and land uses, which generate, use, or handle hazardous materials. Most of these hazardous material sites are associated with industrial and commercial uses located throughout the City.

The existing historical buildings along the alignment of Pepper Tree Lane are not in use, although the US Post Office operates out of a relocatable trailer at the northeastern corner of the site. The Post Office is not expected to be posing human health and safety hazards to employees, visitors, or patrons of the site or the surrounding areas.

Historic Uses

The Guasti community was established after construction of the railroad tracks and a train depot in the late 1880s and operated as a winery surrounded by vineyards from the early 1900s. Land uses within the community included a gas station, vehicle repair facilities, electrical transformer, oil/fuel tanks, oil house, and blacksmith shop. When winery operations ceased in the mid-1980s, a mix of residential, commercial, warehouse, and light industrial uses operated out of individual buildings. Phase 1 Environmental Site Assessments for the area identified the presence of hazardous material/waste concerns, such as stained soils and floors, underground fuel storage tanks, past spills, hazardous material storage, and asbestos-containing materials and lead-based paint in existing structures.

The project site itself was formerly developed with 28 structures of the historic Guasti community, including 22 residential cottages, old bakery/recreation hall, market, workshop, firehouse, rock building, and a bunkhouse. To date, only 5 cottages, the market, and firehouse remain along the alignment of Pepper Tree Lane and two residences on the western section. These structures are not in use. The southern section of the site (south of Old Guasti Road) was developed with the railroad depot and parking lot (built in 1887 and demolished in the early 1960s). This area has remained undeveloped since then, serving as overflow parking for the land uses north of Old Guasti Road until 2007.

Hazardous Materials

Industrial uses that may utilize hazardous materials are no longer present on or near the site. Soil sampling and underground storage tank removal have been completed to remediate potential hazardous material wastes associated with past industrial uses on and near the site. Due to the nature of its operations, the existing US Post Office is not expected to be using hazardous materials or generating hazardous wastes in quantities that may pose public health and safety hazards.

In the late 1960's and early 1970's, the dangers of asbestos were beginning to be reported when it became known that asbestos particles that are released into the air and subsequently inhaled can lead to asbestosis, lung cancer, and mesothelioma - a rare form of cancer. The U.S. Environmental Protection Agency and the Consumer Products Safety Commission have banned several products containing asbestos, and manufacturers have voluntarily limited their use of asbestos. However, asbestos is still used in many products for selective applications, including building construction.

Lead is a toxic metal and lead exposure has been associated with behavioral problems, reproductive and digestive problems, learning disabilities, slowed growth, muscle and joint pain, and even death. The primary sources of lead exposure are deteriorating lead-based paint, lead contaminated dust, and lead contaminated residential soil. The Federal government banned lead-based paint from housing developments in 1978; however, commercial structures can still utilize lead-based paint.

Asbestos materials and lead-based paint were found in the buildings in the Guasti community but have been removed and disposed in accordance with SCAQMD and Cal-OSHA regulations. This included asbestos abatement and lead-based paint removal in existing buildings that are proposed to be rehabilitated and reused on the site, except for the Guasti Market building.

Two high-pressure jet fuel lines run along the UPRR right-of-way along the southern boundary of the site. These lines were located north of the tracks, until they were re-routed to the south side of the tracks in 1998. The 20-inch pipeline runs from the City of Carson in Los Angeles County to the City of Phoenix in Arizona. The 16-inch pipeline starts in the City of Norwalk and ends in the City of Rialto. These pipelines are owned by Kinder Morgan and pass along the south side of the UPRR tracks, west of Turner Avenue. At Turner Avenue, the pipelines cross the railroad tracks and continue along the north side of the UPRR tracks, east of Turner Avenue. Figure 4.13-1, *Pipelines*, shows the location of these jet fuel lines near the site.

Soil samples along the former pipeline alignment (north of the UPRR tracks) were tested and the results indicated that there are no detectable concentrations of volatile organic compounds (VOCs). Thus, no spills of leaks occurred from the previous pipelines. Kinder Morgan has also indicated no leaks have occurred along the new pipelines. However, these lines carry a potential for fire, explosion, and soil and groundwater contamination.

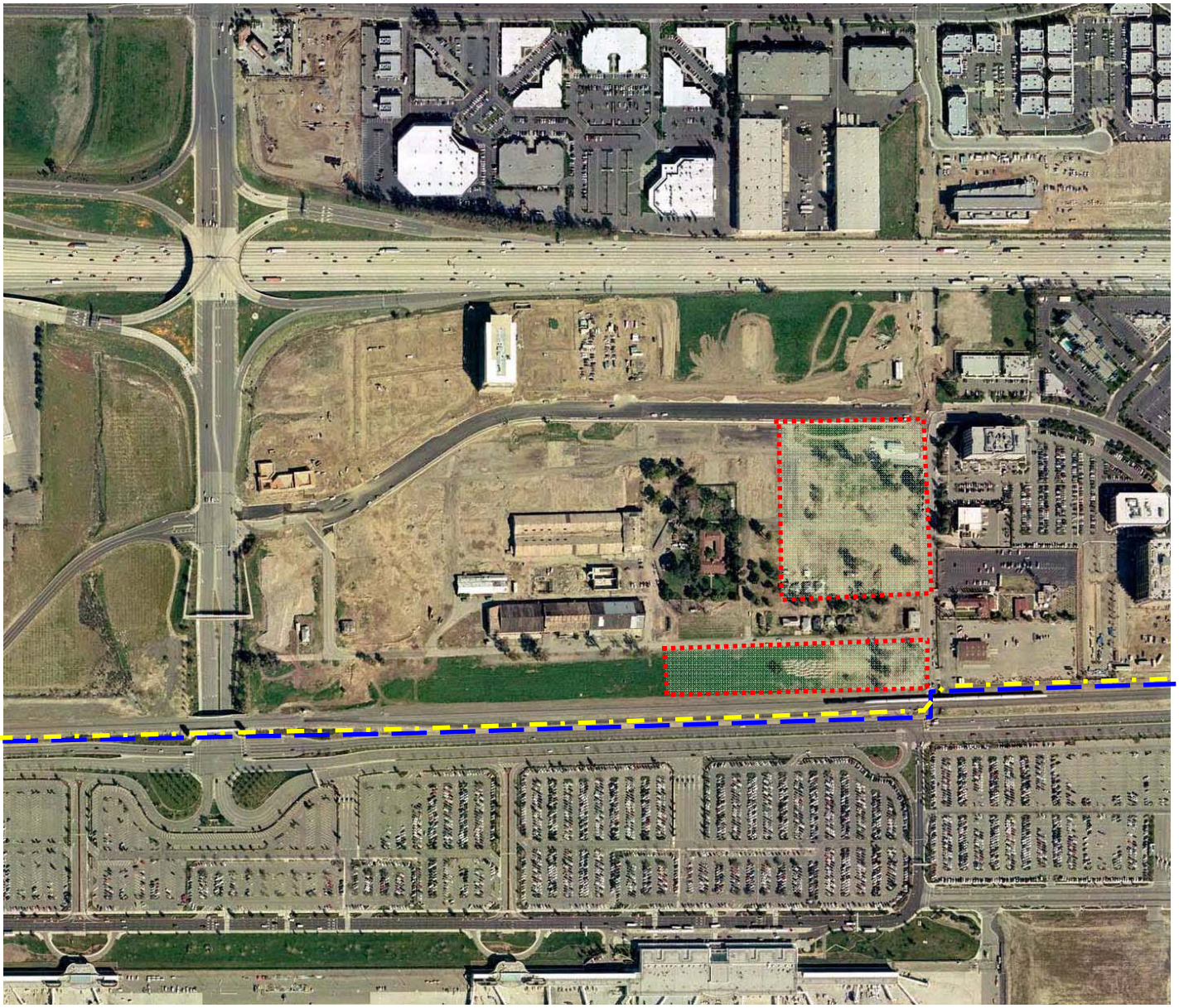
Another 12-inch pipeline runs along Milliken Avenue, approximately 1.5 miles east of the site. This pipeline is too far from the site to affect existing and future land uses.

Fire Hazards

The site has been recently cleared and fenced out and brush fire hazards are contained through regularly weed management. The existing structures are not in use and the US Post Office operates out of a relocatable trailer. No fire hazards are present at the existing structures and on the site.

Airport Hazards

The Ontario International Airport occupies approximately 1,741 acres in the northeastern section of the City of Ontario, south of the Guasti Plaza Specific Plan area. This airport serves commercial aircraft, air taxis, alternates, military aircraft and general aviation planes. In 2007, a total of 7.2 million passengers and 533,000 tons of cargo passed through the airport on approximately 148,000 flights. In 2009, nearly 4.9 million passengers, 391,000 tons of cargo and 98,332 flights used the airport.



Proposed Residential Overlay Zone

Existing 20-inch pipeline

Existing 16-inch pipeline

N

Figure 4.13-1
Pipelines

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Review of Federal Aviation Administration records show that there were 7 incidents at the Ontario International Airport in the last 11 years (January 2000 to January 2011). These incidents were non-fatal and involved hard landing, forced landing, improper landings, and turbulence encounters during landing due to improper maintenance, engine failure, pilot error, and weather conditions. None of these accidents occurred outside the airport property. With a total of 1,408,553 aircraft operations at the airport from 2000 to 2009, approximately 0.0005% resulted in incidents/accidents.

Object Free Zones are designated along both sides of the runways where no aboveground structures are allowed. The Runway Safety Area (RSA) is the area surrounding the runway that is prepared or suitable for reducing the risk or damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. In addition, Object Free Areas are designated along taxiways and in between runways.

Runway Protection Zones (RPZ) are found at the ends of the runways (formerly Clear Zones), which are trapezoidal areas at the end of the runways which define the takeoff and landing areas. The RPZs are not allowed to have tall buildings, uses that have the potential for explosion, that generate electric interference, distracting lights, glare, dust or smoke, that attract birds or accommodate/promote public assembly. The RPZs are located within the airport property or the areas to the east and west of the Ontario International Airport. The project site is not located within any of these airport safety zones, as shown in Figure 4.13-2, *Airport Hazard Zones*.

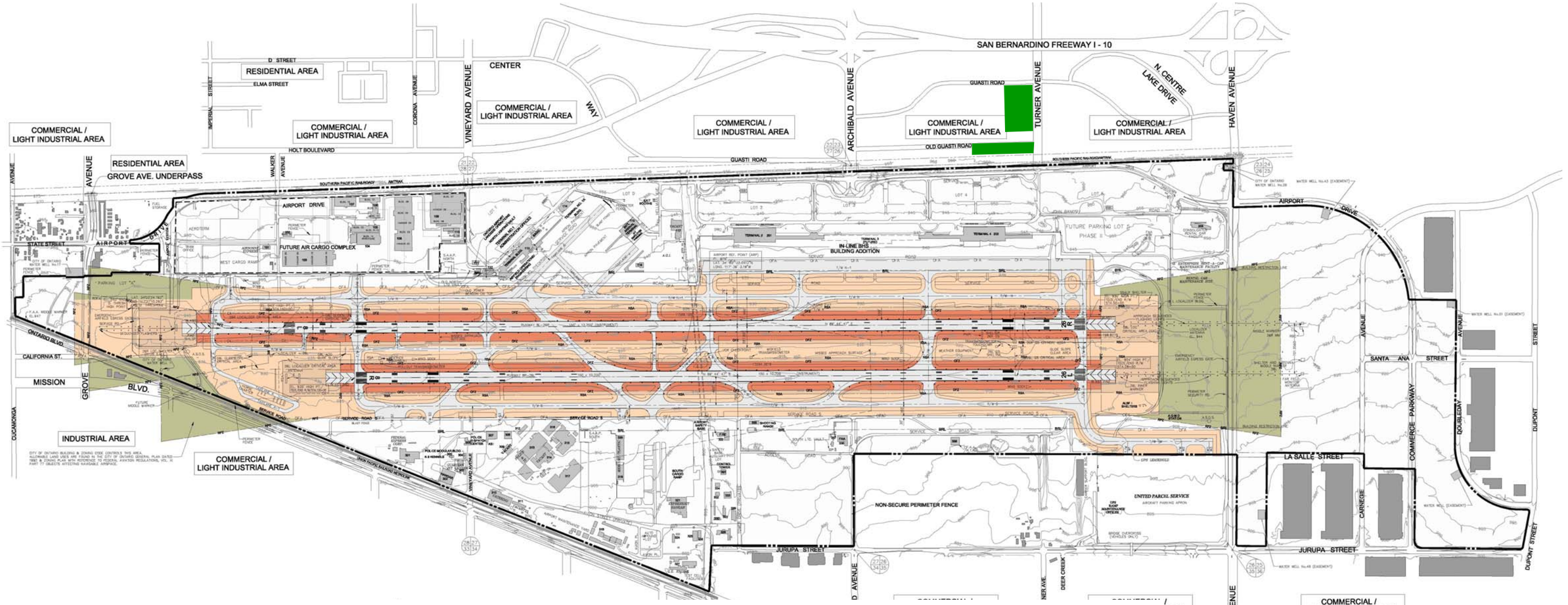
The Ontario Plan includes Goal LU-5 that calls for integrated airport facilities that minimize negative impacts and maximize economic benefits. Policy LU 5-3 - Airport Impacts states: “We work with agencies to mitigate the impacts and hazards related to airport operations”. The site is not located within the No Build, Approach and Runway Protection Zones for the airport but is located within the Part 77 and Airport Influence areas.

Article 29, *Airport Approach Zone*, of the City’s Development Code states that permitted height limits near the Ontario International Airport are shown in the Airport Hazards Map. No building or structure shall be erected, structurally altered, enlarged, or maintained; no object shall be placed, projected, or maintained; and no tree shall be planted, allowed to grow, or be maintained within the Airport Approach Zone, Airport Turning Zone, Airport Transition Zone, or Airport Hazard Areas. Also, no land use or activity is allowed within the Airport Approach Zone, Airport Turning Zone, or Airport Transition Zone if it creates electrical interference with radio communications between airport and aircraft; make it difficult for pilots to distinguish between airport lights; or impair the visibility of the airport for pilots. The site is located in an area that has a height limit of 150 feet over the base elevation of 952 feet above msl.

Train Hazards

The southern boundary of the site is defined by the railroad tracks. Two rail spurs historically extended from these tracks to directly serve the Guasti winery, but were removed in the late 1970s and early 1990s.

There are 3 railroad tracks within a 100-foot wide right-of-way along the southern boundary of the project site and the Specific Plan area. The tracks are owned by Union Pacific Railroad (UPRR) and are used by an average of approximately 42 freight trains and 1 passenger train (2 Amtrak trains on Wednesdays, Fridays and Sundays) per day.



LEGEND

ITEM	EXISTING	ITEM	EXISTING	ITEM	EXISTING	ITEM	EXISTING
IMPROVEMENTS		LEASE LINE		OBJECT FREE AREA (OFA)	OFA	SECTION CORNER	
AIRPORT BOUNDARY		PERIMETER FENCE		RUNWAY PROTECTION ZONE (RPZ)	RPZ	RAIL ROAD TRACK	
UNDERGROUND STRUCTURES		RUNWAYS, TAXIWAYS		CRITICAL AREA (CA)	CA	ROADS	
BUILDINGS		GROUND ELEVATION CONTOUR	935	RUNWAY SAFETY AREA (RSA)	RSA	AIRPORT REFERENCE POINT (ARP)	
PARKING STRUCTURES/LOTS		OBSTACLE FREE ZONE (OFZ)	OFZ	BUILDING RESTRICTION LINE (BRL)	BRL	RUNWAY EDGE LIGHTS	

Proposed Residential Overlay Zone

N

Source: Ontario International Airport

Figure 4.13-2
Airport Hazard Zones

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Local freight trains have an average of 5 to 7 cars, while regional trains can have up to 100 cars. The freight trains do not operate on a fixed schedule and may pass by the site at any hour and on any day, traveling at a maximum speed of 70 miles per hour along this track.

In 1992, diesel fuel oil was released from a train locomotive at the tracks south of the site. Subsequent soil testing along the tracks has indicated that very heavy-end petroleum hydrocarbon residues were present in low concentrations at the site. The studies concluded that these residues reflect degraded asphalt residues and do not pose a significant environmental concern.

4.13.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on hazards and hazardous materials, if its implementation results in any of the following:

- Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan; or
- Exposes people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.13.3 Environmental Impacts

Future residential development would be exposed to hazards associated with hazardous material use, as well as train, airport, and pipeline hazards.

Hazardous Materials Use *(Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?)*

Future residential uses under the proposed Amendment would not utilize or generate hazardous materials or wastes in quantities that would pose a significant hazard to the public. However, individual households and maintenance activities at the site would utilize paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and other gardening, home improvement and automotive substances. These hazardous materials would be stored and used in limited quantities on-site and are not expected to create a public health and safety hazard through

routine transport, use or disposal. As part of the City's Household Hazardous Waste Program, residents would be informed on the proper disposal and drop-off locations.

Construction activities associated with development of the project site would involve the use of hazardous materials during the construction phase. These would include paints, thinners, solvents, acids, curing compounds, grease, oils, and other chemicals, which could pose risks to construction workers or lead to soil and groundwater contamination, if not properly stored, used, or disposed. Compliance with existing hazardous material regulations would prevent undue hazards. This impact is expected to be less than significant, since construction activities on the site would involve limited hazardous material use, and disposal would be made in accordance with existing regulations.

Any hazardous materials use is subject to federal, state, and local regulations regarding their use, handling, storage, transport, and disposal. The regulations include established measures for proper storage, use, and disposal, and management and prevention plans for accidents. Future residential development would have to comply with applicable hazardous materials regulations, including Article 33*, Environmental Performance Standard*s, of the City's Development Code, which states that the use, handling, storage, and transportation of hazardous materials, including combustibles and explosives, shall comply with applicable provisions of the California Fire Code, the City of Ontario Hazardous Waste Ordinance and all other local, state and federal regulations. Impacts are expected to be less than significant.

Hazardous Materials Accidents *(Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?)*

The project site was formerly developed with several structures that were part of the historic Guasti community and was not subject to agricultural use. Thus, agricultural chemical residues are not expected to be present in the on-site soils.

The site has been subject to clearing and grubbing, as part of recent demolition activities. This included the clean up of wastes at the site and asbestos and lead-based paint removal in the demolished and existing buildings, except for the Guasti Market building (Building # 11). While no additional demolition is proposed, potential impacts associated with asbestos-containing materials and lead-based paint in the Guasti Market building remains. Rehabilitation of this structure may lead to the release of asbestos fibers and lead-based paint, posing health hazards to the construction crew and future users. This is considered a significant adverse impact.

Impact 4.13.1: Asbestos and lead-based paint in the Guasti Market building may pose health risks to the construction crew and future users.

Building rehabilitation activities would need to comply with pertinent regulations for asbestos and lead materials to prevent health hazards. Compliance with SCAQMD Rule 1403 and Cal-OSHA regulations regarding asbestos and lead-based paint handling and disposal would prevent health and safety impacts to the crew and the on-site and adjacent population. Disposal of these hazardous materials would also need to be made at landfills permitted to accept these hazardous materials.

Future residential development would not create a potential for the release of hazardous materials into the environment, as hazardous materials use by future residents would be limited to household and/or building and ground/common area maintenance.

Train activity on the tracks has the potential for accidents that may lead to property damage, personal injury, or spills of hazardous materials. While the UPRR railroad crossings at Archibald Avenue and Haven Avenue have grade separations, the tracks run at-grade along the southern boundary of the site. UPRR has indicated that construction equipment close to the railroad may pose safety hazards. In addition, residents and visitors of the site may also be exposed to train hazards, if no separation between the tracks and future residential development is provided. These include property damage, personal injury, hazardous material spills, fire and explosion from train derailment. This is considered a significant adverse impact.

Impact 4.13.2: Future residential development would be exposed to safety hazards associated with moving trains on the adjacent railroad tracks.

A block wall should be provided between the UPRR tracks and the site to preclude access to the tracks by residents and/or visitors of the site. The wall would also serve as a barrier to hazards associated with train derailment.

Future residential uses would be located near 2 jet fuel pipelines along the UPRR railroad. The jet fuel lines have the potential for fire, explosion, and soil and groundwater contamination in the event of a leak in the pipeline. While no development is proposed on the pipeline (south of the railroad tracks), future residential development would be located near the pipeline, especially where the pipelines cross to the north of the railroad tracks at Turner Avenue. Thus, fire or explosion on the line would have the potential to pose hazards to future residential development on the site. This is considered a significant adverse impact:

Impact 4.13.3: Future residential development would be exposed to safety hazards associated with nearby jet fuel lines.

Kinder Morgan has indicated that they will need to review and approve plans and any improvements on or near the pipeline easement to ensure regular observation and ready access to the pipeline. They provided a number of guidelines to be followed for landscaping, utility lines, roads, and structures on or near the pipeline. These include prohibitions for dwelling units within 50 feet of the pipeline and for blasting within 1,000 feet of the pipeline.

Kinder Morgan also indicated that in the event of an accidental release or leak, their representatives are required to call 911; initiate shutdown of the valves at the ends of each line section; and notify all responsible agencies. The valves can be automatically actuated and can be operated manually or remotely. This will limit the amount of spill and the potential for fire and explosion.

Hazardous Emissions *(Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?)*

The nearest school to the project site is the Ontario Center Elementary School located approximately 0.5 mile northeast of the site and across the I-10 Freeway (at 835 Center Avenue). Future residential uses would not generate hazardous or toxic emissions that may

affect this school. Construction activities at the site may involve hazardous material use, storage, and disposal, which would be made in accordance with existing federal, state, and local regulations. No hazardous or toxic emissions are expected from construction and occupancy of the residential units. No impacts related to hazardous emissions are expected.

Government Databases *(Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?)*

Review of the EPA Envirofacts Database and California Envirostor Database show that the project site is not identified as a hazardous material user or generator. The US Post Office is not expected to be utilizing large quantities of hazardous materials or to be generating hazardous wastes.

The nearest hazardous material user is the Ontario International Airport to the south. The parking areas of the airport are located just south of the UPRR tracks and provide an approximately 900-foot separation between the terminals and the site, with another 300 feet to the taxiways.

The Phase 1 ESA for the central portion of the Specific Plan area identified several hazardous material uses/generators on and near the project site. These included on-site hazardous material users, spills, and underground storage tanks that have since been discontinued, remediated or removed.

Hazardous material users/generators near the site and listed in government databases include a Unocal gas station at Archibald Avenue across the freeway (northwest of the site); Lockheed Air Terminal and Ontario Airport Terminal (both south of the site); and the Verizon equipment facility on Turner Avenue (east of the site). These users/generators are not listed as contaminated sites or have had their cases closed. Thus, they do not pose hazards to future residential uses on the site. Future residential uses on the site would also not directly affect hazardous materials use at the airport or near the site. Thus, no hazard associated with a hazardous material site that is listed in government databases is expected with the proposed Amendment.

Airport Hazards *(For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?)*

The project site is located north of the Ontario International Airport. Future residential development could pose a hazard to aircraft operations or expose residents and/or visitors to airport hazards.

Hazards to Aircraft

Based in the preliminary proposals, future residential development on the site would consists of multi-family residential structures, approximately 3 to 5 stories high. Exterior lighting and glazing that would be provided on-site may affect aircraft navigation. Structures that extend over 150 feet above the base elevation of 952 feet above msl can create hazards to air navigation. With no specific development plans for the site, lighting and building and structural heights are unknown. However, any structure that is at least 130 feet high at the northern

boundary of the site or 138 to 143 feet high along the southern boundary of the site may affect aircraft operations at Ontario International Airport, and cause a significant adverse impact. A five-story structure would be approximately 60 to 65 feet tall and would not be tall enough to affect aircraft navigation above the site. However, since no actual building plans have been submitted as part of the Amendment, future development at the site has the potential to affect aircraft operations at the airport.

Impact 4.13.4: Future residential development could pose to safety hazards to aircraft operations at the Ontario International Airport.

Future residential development will need to comply with Article 29, Airport Approach Zone, of the City's Development Code regarding height limits, structure and building locations, and land use and activities near the Ontario International Airport.

Part 77 of the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) also addresses objects affecting navigable airspace. This regulation requires notification of the Federal Aviation Administration (FAA) and their review of site and building plans to determine the effects of proposed construction on air navigation and to identify measures to be implemented for the continued safety of air navigation. Compliance with the recommendations of the FAA would avoid obstructions to air navigation and prevent any significant adverse impacts.

Noticing of the FAA is required for any construction or alteration of a temporary or permanent structure, equipment, highway, railroad, roadway, or natural growth that is more than 200 feet in height or that extends into an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway that is 3,200 feet or longer or at a slope of 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway that is less than 3,200 feet long.

Compliance with this regulation would allow FAA to review future development on the site and to identify hazards to aircraft operations. Compliance with their recommendations would prevent hazards to air navigation.

Airport Hazards

From 1990 to 2000, the National Transportation Safety Board (NTSB) data on aircraft accidents shows that 67 to 68% of the accidents occurred within the airport, with 3 to 7% occurring en route to the airport, and 26 to 29% occurring in the airport vicinity. An FAA study showed that the majority of aircraft accidents occurred in the immediate vicinity of the runway during landing or takeoff. Most accidents occurred at the ends of the runways (within 1,500 feet) or near the extended centerline of the runways (2 miles out). The NTSB data also show that 0.7% of all accidents involved buildings, with 0.3% involving residential structures. Injuries to people on the ground (i.e., people who are not occupants of the aircraft) as a result of general aviation aircraft accidents occurred even less frequently than collisions with buildings.

The project site is located outside the RPZ and other safety zones of the nearby airport. It is also outside the flight paths of aircraft landing and taking off the airport. However, it is located near the Ontario International Airport. With a 10-year average of 0.0005% of the total aircraft operations resulting in an accident and 29% of these occurring in the airport vicinity, the airport's estimated 100,000 annual operations could result in 0.145 accident per year in the surrounding area, including the site.

The California Airport Land Use Planning Handbook states that there is a 1:10,000 risk of accident for all operations per year within the limits of an airport's runway protection zones (RPZs). This decreases to a 1:100,000 risk within the area immediately surrounding the RPZs and to a 1:1,000,000 risk extending 2 miles from the runway. Nationwide, the annual risk of an aircraft accident causing fatal injury to an individual on the ground, but not on an airport, was found to be 1:1,700,000 for the 1975-1985 period.

Generally, areas with a risk of 1:1,000,000 or greater should not be developed with schools, hospitals or places of assembly. The site is located within an area with an accident risk of 1:1,000,000 (2 miles of the airport) but away from the ends of the runways. Also, the proposed Amendment will not involve the development of a school, large daycare center, hospital, nursing home, or place of assembly. Thus, risks to future residential development on the site are acceptable and impacts are considered less than significant.

There are no private airstrips located immediately adjacent to or near the site. Therefore, future residential development under the proposed Amendment would not expose residents, employees, and/or visitors to hazards from private airstrips.

Emergency Evacuation *(Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?)*

The project site is not used for emergency response to adjacent areas. The site is surrounded by a chainlink fence and does not serve as an evacuation area for nearby land uses. Emergency evacuation on and near the site would be provided by Archibald Avenue, Turner Avenue, New Guasti Road, and Haven Avenue toward the I-10 Freeway.

Future residential development under the proposed Amendment would not interfere with the City's emergency response and evacuation plans, since New Guasti Road and Turner Avenue are local roads that do not serve as evacuation routes. The Amendment would not adversely impact an adopted emergency response plan or emergency evacuation plan.

Access to the site has improved with the construction of New Guasti Road. Roadway improvements that would be implemented as part of future residential development would further improve access and evacuation of the site and the surrounding areas. No adverse impacts to emergency evacuation or response are expected from the proposed Amendment and future residential uses.

Compliance with pertinent requirements of the California Fire Code and Ontario Fire Department regulations on emergency access would provide adequate evacuation routes for future development on the site. Impacts are expected to be less than significant.

Wildfire Hazards *(Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?)*

The site and adjacent areas are located in an urbanized area and not near large open areas with wildfire hazards. The proposed Amendment does not promote the construction of structures that may be exposed to a significant risk of loss due to wildland fire hazards. Therefore, no risk of loss, injury, or death involving wildland fires is expected from the proposed Amendment.

Future residential development would not be exposed to wildfire hazards. Also, future residential development would be built in accordance with the California Fire Code and the California Building Code and is not expected to create fire hazards on the site. Rehabilitation of the existing buildings for reuse would also be made in accordance with the California Building Code or the State Historic Building Code. No fire hazard would be created and impacts would be less than significant.

4.13.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR for the Guasti Plaza Specific Plan indicated that future developments in the Specific Plan area may utilize hazardous materials and ~~have~~ create a potential for fire and accidental spills. Compliance with the State and local laws for hazardous materials would keep impacts at insignificant levels. The EIR also identified two petroleum pipelines along the UPRR tracks that could pose hazards to future development on the site.

The previous EIR also discussed the potential for aircraft accidents near the airport but concluded that hazards associated with airport or aircraft operations would be less than significant because the Specific Plan area is not located within the Clear Zones or Approach Zones for the airport. Mitigation measures outlined to reduce potential risk of upset conditions include compliance with applicable regulations, County Fire Department and Environmental Health Services Department reviews, and petroleum pipeline disclosure during site plan review by the City.

The EIR indicated that no wildfire hazards or adverse impacts to emergency response or evacuation from future development were present. Mitigation called for review of access drives by the City Fire Department.

> *The proposed Amendment would expose future residential development to hazards associated with the pipelines, airport operations, and railroad tracks located near the site, as discussed above.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. All State and local laws and policies that govern the manufacturing and handling of hazardous substances must be followed by all new industrial uses constructed within the Proposed Project Area.

   This mitigation is not applicable to future residential development under the proposed Specific Plan Amendment.

2. Provisions for the use and storage of any potentially hazardous materials within the proposed Project Area shall be reviewed by the Fire Department and County Environmental Health Services, and strict controls shall be placed upon their use and storage to ensure safety.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment, as a standard condition.

3. All site plans for development projects in Planning Area 3 that are submitted to the City for site plan review shall clearly show the location of the petroleum pipelines.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

Guasti Redevelopment Plan EIR

The EIR for the Guasti Redevelopment Plan stated that construction and operational activities may involve the use of hazardous materials and mitigation is provided to reduce impacts to less than significant levels, similar to those in the Specific Plan EIR. The EIR also indicated that former agricultural uses and the adjacent railroad and petroleum pipelines pose hazards to development in the Project Area. Mitigation for soil sampling in areas formerly used for agriculture was provided. The EIR discussed hazards from the petroleum pipelines, the railroad, and the airport. Adherence of City policy and the Specific Plan were expected to reduce impacts to less than significant levels. It stated that emergency access is readily available and impacts related to emergency response or evacuation would be less than significant.

The proposed Amendment would expose future residential development to hazards associated with the pipelines, airport operations, and railroad tracks located near the site, as discussed above.

A number of mitigation measures were provided in the EIR for Guasti Redevelopment Plan, which included the mitigation measures in the EIR for the Guasti Plaza Specific Plan:

1. <u>Hazardous Materials</u>

   To help mitigate impacts associated with hazardous materials, the following mitigation is recommended to minimize unknown impacts due to the loss of unknown resources:

   - Prior to grading soil samples shall be taken to determine whether agricultural chemical residues present potential exposure problem. If chemical residues are found to be in such concentrations, project developers will work with the appropriate State or Federal Agencies to develop plan to remove, or otherwise contain, contaminated soils prior to site grading.
   - All State and local laws and policies that govern the manufacturing and handling of hazardous substances must be followed by all new industrial uses constructed within the proposed Project Area.
   - Provisions for the use and storage of any potentially hazardous materials within the proposed Project Area shall be reviewed by the Fire Department and County Environmental Health Services, and strict controls shall be placed upon their use and storage to ensure safety.
   - Although the risk of upset impacts associated with the railroad right-of-way were determined to be less than significant, as a precautionary measure all site plans for development projects in the area adjacent to the Union Pacific Right-of-Way are

submitted to the City site plan review shall clearly show the location of the petroleum pipelines.

The first bullet is not applicable to future residential development under the proposed Specific Plan Amendment since the site was not historically used for agricultural purposes. The next 3 bullets are mitigation measures included in the Specific Plan EIR, with the second bullet not applicable and the 3rd and 4th bullets remaining applicable to future residential development

4.13.5 Standard Conditions and Mitigation Measures

Standard Conditions

The following standard conditions are imposed of all development projects and will be required as part of future residential development on the site:

Standard Condition 4.13.1: Construction activities, facility maintenance, and other uses that utilize hazardous materials shall comply with applicable provisions of the California Fire Code, the City of Ontario Hazardous Waste Ordinance, and all other local, state and federal regulations regarding use, handling, storage, transport, and disposal, as reviewed by the Ontario Fire Department and the County Department of Environmental Health Services.

Standard Condition 4.13.2: Future residential development shall comply with Article 29, Airport Approach Zone, of the City's Development Code regarding height limits, structure and building locations, and land use and activities near the Ontario International Airport.

Mitigation Measures

Implementation of the mitigation measures below would prevent significant adverse impacts on human health and safety:

Mitigation Measure 4.13.1 Prior to the rehabilitation of the Guasti Market building, asbestos-containing materials shall be removed and disposed in accordance with applicable regulations (including South Coast Air Quality Management District (SCAQMD) regulations and Cal-OSHA guidelines) by a state-licensed abatement contractor, with abatement oversight performed by an independent asbestos consultant. All identified lead-based paint shall also be removed and disposed of by a licensed contractor, in accordance with existing regulations.

Mitigation Measure 4.13.2: A block wall shall be provided between the railroad tracks and the site, to prevent easy access and entry into the tracks and to serve as a barrier to derailed trains.

Mitigation Measure 4.13.3a: Habitable structures on the site shall be located a minimum of 50 feet from existing jet fuel pipelines. Developments within 150 feet of the pipelines shall submit site plans to the City, which show pipeline locations and incorporate measures to mitigate potential safety hazards.

Mitigation Measure 4.13.3b: In order to protect the high-pressure jet fuel lines, future residential development that involves grading and construction activity or any improvements and structures near the pipelines will require approval from Kinder Morgan. Specifically, the following measures shall be followed:

- *No structures, buildings, or obstructions that would prevent access shall be built over the pipeline easement, although roads, parking areas, and driveways may be developed over the easement.*
- *Shrubs, trees or shielding that would preclude aerial observation of the easement are not allowed, although seasonal crops are permitted.*
- *No power poles or light standards shall be installed on the easement.*
- *Irrigation equipment (i.e. backflow prevention devices, meters, valves, valve boxes, etc.) shall not be located on the easement.*
- *No dwelling, industrial building or place of public assembly in which persons work, congregate, or assemble shall be located within 50 feet of the pipeline.*
- *No blasting shall be allowed within 1,000 feet of the pipeline, unless permitted by Kinder Morgan.*
- *Burning of trash and brush is not allowed within the easement.*
- *A Kinder Morgan representative shall be on-site to observe any construction activities within ten (10) feet of the pipeline or aboveground appurtenance.*
- *A Kinder Morgan representative shall monitor construction activities within 25 feet of the easement during and after the construction activities.*
- *A Kinder Morgan representative shall do all line locating.*
- *Foreign gas, water, electric, sewer and other utility lines may cross the jet fuel line, subject to the following:*

    - *Foreign lines shall cross the jet fuel line at as near a ninety-degree angle as possible. A foreign pipeline shall not run parallel to the jet fuel pipeline without written permission from Kinder Morgan.*
    - *A minimum of two feet of vertical clearance is maintained between jet fuel line and the foreign pipeline.*
    - *Constant line elevations must be maintained across the easement width, except for gravity drain lines.*
    - *Metallic foreign lines shall be coated with a suitable pipe coating for a distance of at least 10 feet of the crossing.*
    - *Electrical lines must be installed in a conduit and properly insulated.*
    - *Pipeline markers shall be installed to indicate the route of the foreign pipeline across the easement.*
    - *Cathodic protection test leads shall be installed at all crossings, as coordinated with those maintained by Kinder Morgan.*
    - *Pipeline trenches shall not remain exposed overnight and trenches shall be backfilled at the end of each day.*
    - *Temporary support shall be provided to prevent stresses or the settling of the jet fuel line during grading and excavation activities in the easement.*

Mitigation Measure 4.13.4: Future residential development shall be subject to review by the FAA for potential hazards to air navigation, which include, but are not limited to, the following:

- *Structures over 500 feet in height anywhere or over 200 feet within 3 miles of an airport;*
- *An object that extends in FAA Part 77 surfaces;*
- *Activities that create electrical interference with navigational signals or radio communication between the airport and aircraft;*
- *Lighting which is difficult to distinguish from airport lighting;*
- *Glare in the eyes of pilots using the airport;*
- *Smoke or other impairments to visibility in the airport vicinity; and*
- *Uses which attract birds and create bird strike hazards.*

Future development shall comply with the recommendations of the FAA to avoid obstructions to air navigation and prevent any significant adverse impacts.

4.13.6 Unavoidable Significant Adverse Impacts

Construction, occupancy, and maintenance of future residential development under the proposed Amendment would utilize hazardous materials or generate hazardous wastes, which could affect the construction crew, residents, employees, and visitors of the site. Hazards are also posed by the nearby railroad tracks, jet fuel lines, and the Ontario International Airport. Implementation of the standard conditions and mitigation measures would reduce potential adverse impacts to less than significant levels. No unavoidable significant adverse impacts are expected after mitigation.

Section 4.14: Visual Quality and Aesthetics

4.14.1 Environmental Setting

Since the Guasti Plaza Specific Plan was approved in 1996, most of the structures on the project site have been demolished. The approximately 11.72-acre project site is currently largely vacant, with only seven historic structures and a trailer remaining north of Old Guasti Road. The historic structures along the alignment of Pepper Tree Lane are not in use, but a U.S. Post Office operates out of a relocatable trailer at the northeastern corner of the site.

Visual Quality

The project site has a relatively flat terrain, located within the western section of the San Bernardino Valley. The site is surrounded by a chainlink fence, with a number of mature trees scattered throughout. The fire station, 5 residential cottages, and market building are historic structures that have been mothballed and are located along the alignment of Pepper Tree Lane, north of Old Guasti Road. A relatively new relocatable trailer and paved area are used by the US Post Office at the southwestern corner of New Guasti Road and Turner Avenue. Non-native and ruderal vegetation species dominate the remaining open and disturbed areas. Street signage, power, telephone and utility infrastructure are present along the site perimeter at Turner Avenue, Old Guasti Road, and New Guasti Road. Recent demolition and clearing activities have left the ground highly disturbed, with debris piles and shallow excavations throughout. Figures 4.14-1, 4.14-2 and 4.14-3, *Site Photographs*, provide pictures of the project site and the existing structures.

Surrounding land uses include office buildings and vacant land to the north and east, a church, equipment facility, and an industrial use to the east and southeast, the Union Pacific Railroad tracks and Ontario International Airport to the south, and vacant land and the Guasti Mansion to the west.

Views

Views of the site are available on Turner Avenue, Old Guasti Road, and New Guasti Road. The views are defined by chainlink fences that surround the site, enclosing the abandoned structures and fenced out/boxed trees. Views from the site include the railroad tracks, airport parking and airport terminals to the south, adjacent office, industrial and church structures to the east, vacant land and the I-10 Freeway to the north, and the Guasti Mansion to the west. Distant views are dominated by the San Gabriel Mountains to the north.

Scenic Highways

There are no scenic highways near the project site, as designated by the City of Ontario, the County of San Bernardino, or the State of California. The nearest route eligible for designation as a State Scenic Highway is a section of the I-10 Freeway from SR 38 (near Redlands) to SR 62 (near Whitewater). This route is located approximately 24 miles east of the site. The segment of the I-10 Freeway located just north of the project site is not eligible.

The Ontario Plan identifies the views of the San Gabriel Mountains as a scenic resource to be preserved on north-south streets in the City. The San Gabriel Mountains are visible from the project site and from the airport to the south.

Northern section of Planning Area 2

Central section of Planning Area 2

Planning Area 3 at southern section

Figure 4.14-1
Site Photographs

Guasti Plaza Specific Plan Amendment
Supplemental EIR

US Post Office at northeastern corner of the Planning Area 2

Guasti Market at Turner Avenue and Old Guasti Road

Residential bungalows along alignment of Pepper Tree Lane, north of Old Guasti Road

Figure 4.14-2
Site Photographs

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Additional area for potential residential development at western section of the Guasti Plaza Specific Plan area

Residences on western section to be relocated along Pepper Tree Lane

Figure 4.14-3
Site Photographs

Guasti Plaza Specific Plan Amendment
Supplemental EIR

Light and Glare

Sources of light in the area include exterior lighting at the US Post Office and existing industrial and office uses near the site, and streetlights along New Guasti Road. Other sources of light in the project area include headlights from passing vehicles on area roadways. No glazed or window surfaces are present at the vacant buildings on site. Screened glass windows are present on the north and south facades of the Post Office trailer.

4.14.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on aesthetics, if its implementation results in any of the following:

- Has a substantial adverse effect on a scenic vista;
- Substantially damages scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrades the existing visual character or quality of the site and its surroundings; or,
- Creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.14.3 Environmental Impacts

Future residential development under the proposed Amendment would lead to changes in the visual quality of the project site.

Scenic Vista (Would the project have a substantial adverse effect on a scenic vista?)

The San Gabriel Mountains to the north are considered by the City of Ontario as a scenic resource. The development of residential buildings on the project site would provide views of the mountains to future residents and visitors. At the same time, views of the mountains would change for land uses located south of the site. However, the UPRR railroad offers only passing views for moving trains and this view is available along the entire route of the UPRR tracks through Los Angeles and San Bernardino counties. Also, the airport parking area to the south of the tracks does not serve as a permanent viewer location, since users of the parking lot are present for only short segments of time, as they park or pick up their cars. Airport terminal users are located at least 900 feet from the south and will not have their views of the mountains obstructed. Rather, their foreground views would change from a largely vacant area to a developed site. This impact is considered less than significant.

Scenic Highway (Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?)

Future residential development would not affect views along scenic highways since the site is not visible from any scenic highway. There are no rock outcroppings on the site. However, the mature trees on the site are part of the Guasti community and are proposed for preservation, in accordance with the Specific Plan's tree preservation program and landscape plan. Additional trees would also be planted on the site to maintain the historic landscape theme. Thus, no major change to the visual quality afforded by the existing trees would occur.

The mothballed structures along the alignment of Pepper Tree Lane have been determined to be historically significant and will be rehabilitated and reused. The conceptual interpretive program for the Guasti community shows that the structures would be part of a historic walking tour that would provide information on the historic Guasti community, including the reuse of the structures as a museum, meeting rooms, recreational amenities, and maybe as the relocation site for the US Post Office. Rehabilitation of these structures in accordance with the historic preservation program of the Specific Plan and as approved by the Ontario Historic Preservation Commission would prevent any adverse impacts related to changes in views of the historic buildings. This is discussed further in Section 4.10, *Cultural Resources*, of this SEIR. Potential changes in public views would not represent significant adverse impacts.

Visual Quality and Character (Would the project substantially degrade the existing visual character or quality of the site and its surroundings?)

Visual Quality

Future residential development on the site, as proposed under the Guasti Plaza Specific Plan Amendment, would change the visual quality of the project site. The primarily undeveloped condition of the site would change into an urban environment, consisting of residential structures, recreational and open space areas, parking lots/structures, and rehabilitated historic buildings. Preliminary proposals indicate 3- to 5-story buildings with 500 attached units would be developed on-site, increasing the density of development. Thus, the Amendment would lead to the introduction of several structures surrounded by improved landscapes and streetscapes. Proposed structures would reflect the architectural style of historic buildings, as promoted in the Guasti Plaza Specific Plan.

The determination of whether the changes in visual quality of the site would degrade the site or its surroundings, and thus, be significant and adverse, is highly subjective as some individuals prefer open and natural settings, while others prefer urban and improved environments. Similarly, preferences for old or new or one architectural style over another make it difficult to conclude that a development would have a negative or positive aesthetic impact.

Compliance with adopted design guidelines is expected to in keeping with the aesthetic values of the City. Thus, if the City approves the proposed residential design guidelines under the Amendment, it is assumed that compliance with the design guidelines in the amended Specific Plan would be in keeping with the aesthetic standards for future residential development on the site. The City would have to review and approve the site plans for compliance with the development standards and design guidelines in the amended Specific Plan, prior to the approval of building permits. This will ensure that future residential development is consistent with the development anticipated under the amended Guasti Plaza Specific Plan and does not result in negative aesthetic impacts.

The change in visual appearance related to implementation of the Specific Plan Amendment and future residential development on the site would result in a major change in the visual quality of the site but is not expected to have a significant adverse aesthetic impact, assuming the development project complies with the residential design guidelines in the amended Specific Plan. Impacts would be less than significant.

Visual Character
Residential land uses proposed under the Guasti Plaza Specific Plan Amendment would introduce a different building type and permanent viewers (residents) to the area, than previously anticipated with planned office and commercial uses.

The introduction of residential design guidelines as part of the Amendment could change the architecture of on-site structures from office to residential buildings. However, this change would still involve the introduction of new structures and would still create an urban environment. Preferences between building designs is highly subjective and changes in visual quality due to architecture could not readily be considered significant and adverse.

The proposed design guidelines for residential uses provide more consideration to the pedestrian-scale environment and would be more in tune to the views of on-site residents. Thus, the guidelines would enhance the pedestrian experience and would be beneficial.

The existing pepper trees along the alignment of former Pepper Tree Lane would be preserved on-site, in accordance with the Specific Plan. In addition, a number of oak, eucalyptus, olive, and other trees on site would be preserved in place or transplanted in accordance with the tree preservation program in the Specific Plan. This will not change under the proposed Amendment. The introduction of landscape standards for residential uses as part of the Amendment would change the plant palette previously anticipated with planned office uses. However, this change would still involve the introduction of landscaping plant materials. Preferences between landscaping materials is highly subjective and changes in visual quality due to landscaping could not readily be considered significant and adverse.

The proposed change in sign standards as part of the Amendment would change the signs previously anticipated within the Specific Plan area. However, this change would still involve the introduction of signs and would still create an urban environment. Preference between sign designs is highly subjective and changes in visual quality due to signs could not readily be considered significant and adverse.

Light and Glare (Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?)

Future residential development would create new sources of light and glare on the site. These would include streetlights on planned roadways within the site and the abutting roadways, exterior security lighting, lighted signs, parking lot lighting, and pedestrian pathway lighting. These new light sources would result in an increase in the lighting levels of the site over existing conditions. Increased lighting levels could impact adjacent land uses but nearby office and industrial uses, vacant land, and abandoned structures would not be adversely impacted. Light spillover may affect airport operations to the south but compliance with Article 29*, Airport Approach Zone, and A*rticle 33, *Environmental Performance Standards*, of the City's Development Code would require on-site lighting to be shielded or directed away from affecting airport operations. FAA review would also prevent adverse light impacts to the airport. This is discussed further in Section 4.13, *Human Health and Hazards*, of this SEIR.

Future residential development could also create new sources of glare in the form of glazed building surfaces, use of mirrors and glass as exterior building surfaces, and other reflective materials that would reflect the sun or light sources and create glare. Future development on the site would be required to submit building and lighting plans for design review and approval

by the City. Compliance with the City's performance standards regarding light and glare and FAA review would prevent the creation of significant adverse light and glare impacts.

Vehicles going to and from the site during the nighttime hours would also introduce vehicle lights on roadways that may also affect on-site and nearby land uses. The Amendment includes additional lighting standards, with 3 additional goals and better ways to address light spillover and impacts on the airport, residential walkways, building security ordinance and specific standards for residential uses. Compliance with these standards would reduce the potential for light spillover. Light and glare impacts would not be significant and adverse.

4.14.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The EIR prepared for the Guasti Plaza Specific Plan considered the introduction of office, commercial and hotel uses on the site, with the integration of historic buildings and the protection of the agricultural and historic character of the project area. The analysis considered landmark buildings, historic features, historic character elements, and valuable buildings within the Specific Plan area. The EIR found that while impacts would likely occur, there was a substantial opportunity for the preservation and enhancement of the important features, characteristics, and values of the historic Guasti community. A number of mitigation measures were identified that would allow for the successful protection of the aesthetic resources created by the agricultural and historic characteristics of the Specific Plan area. Mitigation to manage the light and glare impacts of future development from affecting nearby airport operations was also provided. No significant impacts were expected after mitigation.

> *Consistent with the EIR for the Specific Plan, the proposed Amendment and future residential development on the site would lead to urban development on the site and new sources of light and glare.*

A number of mitigation measures were provided in the EIR for Guasti Plaza Specific Plan:

1. Within the Historic Core, a representative sample of a working vineyard shall be preserved to enhance the historic character of the Project area.

   The site is located outside the Historic Core; thus, this mitigation is not applicable to future residential development.

2. Primary Project gateway treatment shall show Eucalyptus planted in a windrow pattern and fieldstone incorporated into gateway monumentation signage.

   The gateway treatment at the intersection of Turner Avenue and New Guasti Road has been constructed. This mitigation is no longer applicable.

3. Freeway edge treatment shall specify a "large" landscape window to provide maximum visibility from the freeway to the mansion grounds.

   The project site is located away from the freeway; thus, this mitigation is not applicable to future residential development.

4. A separate irrigation system for trees shall be required to allow deep watering and encourage downward growth of roots.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

5. The streetscape concept for Archibald Avenue shall require a minimum landscape setback of 35' from back of curb, to achieve a 1:1 ratio of landscape to roadway.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

6. Exhibits shall be included that demonstrate pedestrian elements (such as trellis, plazas, benches, planters, crosswalks, etc.) consistent with Guasti's historic character

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

7. Due to "summer branch drop" problems, Eucalyptus shall be removed from the plant list as a parking area shade tree.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

8. Within the parking areas, turf shall be limited to less than 50% of the landscape area and shall be a drought tolerant material. Balance of the landscape within parking areas shall be compromised of trees and shrubs from the plant list.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

9. Table 5 of the Specific Plan shall be revised to indicate size and spacing of plant material *at the time of PAP submittal*.

   This mitigation remains applicable to future residential development under the proposed Specific Plan Amendment.

10. During the required site plan review of all proposed developments, the City Shall ensure that site improvements, including lighting and possible glare producing building exteriors, do not adversely affect adjacent land uses, with special attention given to those developments in the vicinity of Ontario International Airport.

This mitigation remains applicable to future residential development under the proposed Amendment.

Guasti Redevelopment Plan EIR
The EIR for the Guasti Redevelopment Plan indicated that the Project Area is not located within a scenic corridor and impacts would be less than significant, with implementation of the mitigation measures in the EIR for the Guasti Plaza Specific Plan.

Consistent with the EIR for the Redevelopment Plan, future residential development on the site would not lead to significant adverse impacts related to aesthetics and visual quality.

4.14.5 Standard Conditions and Mitigation Measures

Standard Conditions

Future residential development would change the visual appearance of the project site. New sources of light and glare would be created. The implementation of the following standard conditions would prevent the creation of negative aesthetic impacts and spillover light and glare impacts:

Standard Condition 4.14.1: Future development on the project site shall be subject to site plan and design review for compliance with the development regulations and design guidelines in the amended Specific Plan and applicable regulations in the City's Development Code.

Standard Condition 4.14.2: Future development on the project site shall comply with Article 33, Environmental Performance Standards, of the City's Development Code that requires on-site lighting to be shielded or directed away from affecting airport operations.

Mitigation Measures

Consistent with the mitigation measures in the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan, the following mitigation measures remain applicable to future residential development:

Mitigation Measure 4.14.1: A separate irrigation system for trees shall be required to allow deep watering and encourage downward growth of roots.

Mitigation Measure 4.14.2: The streetscape concept for Archibald Avenue shall require a minimum landscape setback of 35' from back of curb, to achieve a 1:1 ratio of landscape to roadway.

Mitigation Measure 4.14.3: Exhibits shall be included that demonstrate pedestrian elements (such as trellis, plazas, benches, planters, crosswalks, etc.) consistent with Guasti's historic character

Mitigation Measure 4.14.4: Due to "summer branch drop" problems, Eucalyptus shall be removed from the plant list as a parking area shade tree.

Mitigation Measure 4.14.5: Within the parking areas, turf shall be limited to less than 50% of the landscape area and shall be a drought tolerant material. Balance of the landscape within parking areas shall be compromised of trees and shrubs from the plant list.

Mitigation Measure 4.14.6: Table 5 of the Specific Plan shall be revised to indicate size and spacing of plant material at the time of PAP submittal.

Mitigation Measure 4.14.7: During the required site plan review of all proposed developments, the City shall ensure that site improvements, including lighting and possible glare producing building exteriors, do not adversely affect adjacent land uses, with special attention given to those developments in the vicinity of Ontario International Airport.

4.14.6 Unavoidable Significant Adverse Impacts

Changes in the visual quality of the site would occur with future residential development under the proposed Specific Plan Amendment, along with the introduction of new sources of light and glare. Changes in the visual quality of the project site are not expected to result in the substantial degradation of views to and from the site, with compliance with the development standards and design guidelines in the proposed Specific Plan Amendment. Negative aesthetic impacts and impacts relating the light and glare can be prevented or reduced to less than significant levels by compliance with lighting standards in the proposed Specific Plan Amendment and applicable City regulations. Implementation of the mitigation measures above would further reduce impacts on aesthetics and visual quality. No unavoidable significant adverse impacts are expected after mitigation.

Section 4.15: Greenhouse Gases and Climate Change

An Air Quality Impact Analysis, dated November 2009, has been prepared by Giroux and Associates to characterize air quality in the project area. This analysis included a discussion of greenhouse gases, including estimates of greenhouse gases from future residential development on the site. A summary of the greenhouse gases and climate change issues in the Air Quality Impact Analysis is provided below, with the study provided in Appendix E of this SEIR.

4.15.1 Environmental Setting

Climate Change

The earth's environment is in a state of continuous change. The climate, for example, is highly variable, with conditions changing significantly over the span of seasons, from year to year, and over longer timescales. Fluctuations in the amount of energy emitted by the sun, slight deviations in the earth's orbit, volcanic injections of gases and particles into the atmosphere, and natural variations in ocean temperatures and currents, all cause variability and changes in climate conditions. Many scientific observations indicate that the earth may be undergoing a period of relatively rapid change on timescales of decades to centuries, when compared to historical rates of change on similar timescales. Most of the scientific evidence indicates that these changes are likely the result of a complex interplay of several natural and human-related forces.

In an effort to distill the driving mechanisms behind global climate change, the Intergovernmental Panel on Climate Change (IPCC), and others (i.e., National Research Council – NRC and U.S. Environmental Protection Agency - EPA), have adopted the term "radiative forcing" to describe any externally imposed change in the radiative energy budget of the earth's climate. Such changes can be brought about by variations in the concentrations of radiatively active species (e.g., carbon dioxide [CO_2] and aerosols), changes in the solar irradiance incident upon the planet, or other changes that affect the radiative energy absorbed by the earth's surface (e.g., changes in surface reflection properties). This imbalance in the radiation budget has the potential to lead to changes in climate parameters and, thus, result in a new equilibrium state of the climate system.

The role that human activities play in influencing global climate change is hotly debated. However, the general scientific consensus accepts that human activities, in particular those involving the combustion of fossil fuels for industrial or domestic usage, and biomass burning produce greenhouse gases (GHGs) and aerosols that affect the composition of the atmosphere. The emission of chlorofluorocarbons (CFCs) and other chlorine and bromine compounds has not only an impact on the radiative forcing, but has also led to the depletion of the stratospheric ozone layer. Land use changes, due to urbanization and human forestry and agricultural practices, affect the physical and biological properties of the earth's surface. Such effects change the radiative forcing and have a potential impact on regional and global climate.

Overwhelming scientific evidence suggests that global surface temperatures have increased about 0.6°C (plus or minus 0.2°C) since the late-19th century and about 0.4°F (0.2 to 0.3°C) over the past 25 years. The warming has not been globally uniform. The recent warmth has been greatest over North America and Eurasia between 40 and 70°N. Warming, assisted by the record El Niño of 1997 to 1998, has continued right up to the present, with 2001 being the second warmest year on record after 1998. In California and throughout western North America, signs of a changing climate are evident. During the last 50 years, winter and spring

temperatures have been warmer; spring snow levels in lower- and mid-elevation mountains have dropped; snow pack has been melting one to four weeks earlier; and flowers are blooming one to two weeks earlier. These regional changes are consistent with global trends.

Greenhouse Gases

Greenhouse gases are gases that trap heat near the surface of the earth and are implicated in global climate change, commonly referred to as "global warming." These gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), water vapor (H_2O), fluorinated gases, and aerosols.

Carbon Dioxide

Carbon dioxide (CO_2) is an odorless, colorless, natural greenhouse gas. It enters the atmosphere through natural and anthropogenic (human) sources. Natural sources of atmospheric carbon dioxide include volcanic outgassing, the combustion of organic matter, and the respiration processes of living aerobic organisms. Anthropogenic sources of carbon dioxide come mainly from the burning of fossil fuels for heating, power generation and transport.

Methane

At room temperature and standard pressure, methane (CH_4) is an odorless, colorless gas. It is the principal component of natural gas, contributing approximately 97% by volume. Methane is emitted from a variety of both anthropogenic and natural sources, such as fossil fuel production, livestock management, rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. It is estimated that 60% of global methane emissions are related to anthropogenic activities. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires.

Nitrous Oxide

Nitrous oxide (N_2O), also known as laughing gas, is used commonly in medical practice. At room temperature, it is a colorless non-flammable gas, with a pleasant, slightly sweet odor and taste. Primary sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, and adipic or nitric acid production. Nitrous oxide is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. Current estimates indicate that agricultural activities produce up to 70% of human-related nitrous oxide, while industrial sources account for only about 20% of all anthropogenic sources, and include the production of nylon and nitric acid, and the burning of fossil fuel in internal combustion engines. Natural emissions of N_2O primarily result from bacterial breakdown of nitrogen in soils and in the earth's oceans.

Ozone

Ozone (O_3) is a tri-atomic molecule, consisting of three oxygen atoms. Under standard atmospheric conditions it is an odorless, colorless gas. When discussing atmospheric ozone, it is important to make a clear distinction between the functions and implications of the gas from different sources and at differing locations within the earth's atmosphere. "Natural" ozone, occurring at ground level, is a combination down-mixing from the stratosphere and photochemical reactions of natural precursors from natural sources. At ground level, natural

ozone formation by sunlight is weak, and most ozone comes from reactions of ultraviolet radiation with "ozone precursors", volatile organic compounds (VOCs), and nitrogen oxides (NO_x). Because ozone is chemically reactive and is quickly destroyed, naturally derived ozone concentrations typically represent a balance between formation (generators) and loss processes (sinks).

Stratospheric (high-altitude) ozone is formed when oxygen atoms ionized by solar ultraviolet (UV) light combine with other oxygen molecules. About 90 percent of earth's ozone is contained in the stratospheric boundary, commonly referred to as the 'ozone layer'. Here, ozone absorbs a portion of the radiation from the sun, preventing it from reaching the earth's surface. Most importantly, it absorbs the portion of ultraviolet light called UVB, which has been linked to many harmful effects, including various types of skin cancer, cataracts, and harm to some crops, certain materials, and some forms of marine life. Thus, stratospheric ozone is beneficial for the earth's ecosystem. At any given time, ozone molecules are constantly formed and destroyed in the stratosphere. The total amount, however, remains relatively stable.

Tropospheric (low-altitude) ozone is also created by chemical reactions from automobile, power plant, and other industrial and commercial source emissions in the presence of sunlight. Tropospheric O_3 is a direct greenhouse gas. The past increase in tropospheric O_3 is estimated to provide the third largest increase in direct radiative forcing since the pre-industrial era. In addition, through its chemical impact on hydroxide (OH) molecules, it modifies the lifetimes of other greenhouse gases, such as CH_4. Ozone abundances in the troposphere typically vary from less than 10 ppb over remote tropical oceans up to about 100 ppb in the upper troposphere, and often exceed 100 ppb downwind of polluted metropolitan regions. This variability, reflecting its rapid chemical turnover, makes it impossible to determine the tropospheric burden from the available surface sites

Besides being a greenhouse gas, ozone can also be a harmful air pollutant at ground level, especially for people with respiratory diseases and children and adults who are active outdoors. The health effects of ozone are discussed in Section 4.5, *Air Quality*.

Water Vapor

Water vapor (H_2O) is the most abundant greenhouse gas in the atmosphere. The principal source of water vapor in the atmosphere is evaporation of the earth's surface waters (oceans, rivers, lakes, etc.). Secondary sources include evaporation from soils, sublimation (change from solid to gas) from sea ice and snow, transpiration from vegetation, and animal respiration.

Water vapor is distributed unevenly in the atmosphere, not only horizontally but vertically as well. Water vapor decreases rapidly with height as the atmosphere gets colder. Almost half the total water in the air is between sea level and about 1.5 km above sea level. Less than 5 to 6% of the water is above 5 km, and less than 1% is in the stratosphere, nominally above 12 km. Despite the small amount of water vapor in the upper troposphere (above about 5 km) and stratosphere, recent research has shown that upper tropospheric water vapor is very important to the climate.

Fluorinated Gases (High GWP Gases)

Hydro-Chlorofluorocarbon compounds (H-CFCs) are haloalkanes with hydrogen, chlorine, and fluorine. Hydrofluorocarbon compounds (HFCs) consists of carbon, hydrogen, and fluorine, but contain no chlorine. Perfluorocarbon compounds (PFCs) are composed of carbon and fluorine. Sulfur hexafluoride (SF_6) consists of fluorine and sulfur.

H-CFCs were formerly used widely in industry as refrigerants, propellants, and cleaning solvents. Their use has been regularly prohibited by international protocol in 1989; therefore, they are no longer likely to be encountered. HFCs contain no chlorine and are composed entirely of carbon, hydrogen, and fluorine. PFC emissions are byproducts of aluminum production, arising during discrete periods of process inefficiency. Sulfur hexafluoride has been widely used by the magnesium industry for more than 25 years. Magnesium producers, casters, and recycling companies commonly use a cover gas of dilute SF_6 in dry air and/or CO_2 to protect the molten metal from oxidation and potentially violent burning. Without protection, molten magnesium will oxidize in the presence of air and form magnesium oxide (MgO) deposits that greatly reduce the quality and strength of the final product.

The majority of emissions of fluorinated gases are associated with their use as alternatives to ozone-depleting substances, which are being phased out to prevent the depletion of the stratospheric ozone layer. Other important emission sources include a variety of industrial processes, such as aluminum production, semiconductor manufacturing, electric power transmission, magnesium production and processing, and the production of H-CFC-22. Not all fluorinated gases are considered GHGs, although almost all of the H-CFC's are considered ozone-depleting substances.

Aerosols

Aerosols are liquid or solid particles suspended in the air. Aerosols are emitted to the atmosphere through a range of natural and anthropogenic mechanisms. Soil dust is a major contributor to aerosol loading and optical thickness, especially in sub-tropical and tropical regions. Dust source regions are mainly deserts, dry lake beds, and semi-arid desert fringes, but also areas in drier regions where vegetation has been reduced or soil surfaces have been disturbed by human activities. Sulfate aerosols are emitted when fuel containing sulfur, such as coal and oil, is burned. These aerosols have decreased in concentration in the past two decades resulting from efforts to reduce the coal-fired power plant emissions of sulfur dioxide in the United States and other countries.

Carbonaceous aerosols (organic and black carbon) results from the incomplete combustion of fossil fuels and biomass burning (forest fires and land clearing). Other smaller sources of atmospheric aerosols include biogenic aerosols from plant debris and material, nitrate aerosols, and episodic contributions from volcanic eruptions and outgassing.

The health effects of aerosols are typically associated with the availability and abundance of particulate matter. The potential health effects associated with particulate matter are discussed in greater detail in Section 4.5, *Air Quality*.

Global Warming Potential

Global Warming Potential (GWP) is commonly used as a simplified index to estimate the potential effect of different gases on the climate in a relative sense and to compare the abilities of different greenhouse gases to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of carbon dioxide (CO_2) and the decay rate of the gas over a 100-year time horizon. Another commonly referenced attribute of GHGs is their atmospheric lifetime, which reflects the compound's ability to persist in the atmosphere under prevailing conditions. A summary of atmospheric lifetimes and the GWP of selected

greenhouse gases are provided in Table 4.15-1, *GHG Global Warming Potential and Atmospheric Lifetimes*.

TABLE 4.15-1
GHG GLOBAL WARMING POTENTIAL AND ATMOSPHERIC LIFETIMES

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12 ± 3	21
Nitrous oxide (N_2O)	120	310
Hydrofluorocarbons (HFC)		
HFC-23	264	11,700
HFC-32	5.6	650
HFC-125	32.6	2,800
HFC-134a	14.6	1,300
HFC-143a	48.3	3,800
HFC-152a	1.5	140
HFC-227ea	36.5	2,900
HFC-236fa	209	6,300
HFC-4310mee	17.1	1,300
Perfluoromethane ($CF_{4)}$	50,000	6,500
Perfluoroethane ($C_2F_{6)}$	10,000	9,200
Perfluorobutane ($C_4F_{10)}$	2,600	7,000
Perfluoro-2-methylpentane ($C_6F_{14)}$	3,200	7,400
Sulfur Hexafluoride ($SF_{6)}$	3,200	23,900
Source: USEPA		

Climate Change Legislation

The Intergovernmental Panel on Climate Change (IPCC) was established in 1988 by two United Nations organizations: the World Meteorological Organization (WMO) and the United Nations Environment Programme (UNEP). The key objectives of the IPCC are to evaluate the risk of anthropogenic climate change, based mainly on peer reviewed and published scientific/technical literature, and assist in the development of strategies to monitor and limit global climate change. The UN Framework Convention on Climate Change (UNFCCC) was adopted in 1992 and entered into force in 1994. The Convention sets an ultimate objective of stabilizing greenhouse gas concentrations "at a level that would prevent dangerous anthropogenic (human induced) interference with the climate system".

In response to growing international concerns over long-standing deterioration of the earth's atmospheric ozone layer, the U.S. became a signatory to the Montreal Protocol in 1987. The protocol, and subsequent amendments, is a binding international treaty agreement designed to halt the production and use of ozone depleting substances and to initiate their accelerated phase out. The treaty is the basis on which Title VI of the Federal Clean Air Act was established. The Montreal Protocol stipulated that the production and consumption of compounds that deplete ozone in the stratosphere - chlorofluorocarbons (CFCs), halons and carbon tetrachloride were to be phased out by 2000 and methyl chloroform – phased out by 2005. Subsequent amendments have adjusted to timeframes for final phase out of certain compounds in both developed and developing countries.

Section 4.15: Greenhouse Gases and Climate Change

In April 1993, the U.S. Climate Change Action Plan (CCAP) was enacted to meet the twin challenges of responding to the threat of global warming and strengthening the economy. The CCAP sought to return U.S. greenhouse gas emissions to their 1990 levels by the year 2000 and contained over 50 new and expanded federal and voluntary initiatives.

The U.S. is implementing a comprehensive policy that employs near term domestic measures to address climate change; while also making investments in climate change science and technology in the United States and around the world. The policies promote the development and deployment of clean energy technologies and global collaboration to reduce greenhouse gas emissions; improve energy security; and cut air pollution while ensuring continued economic growth. In 2002, an ambitious goal to reduce the greenhouse gas intensity of the U.S. economy by 18% by 2012 was set in an effort to reduce cumulative emissions of carbon dioxide equivalent by more than 1,833 million metric tons by 2012.

In 2007, the United States Supreme Court ruled that the USEPA has the authority to regulate CO_2 emissions under the federal Clean Air Act if it determines that it poses a threat to human health. To date, the USEPA has not proposed regulations for CO_2 emissions.

The State of California has had legislation addressing global climate change as early as the late 1970's. Starting with the establishment of the State's appliance (Title 20) and new building (Title 24) standards in 1976 and 1978, respectively, and concurrent investments in energy efficiency programs across the State, California has pursued strong energy efficiency programs and policies that have set it apart from the rest of the U.S.

California's historical energy efficiency policies have enabled the state to hold per capita electricity use essentially constant, while in the United States as a whole, per capita electricity use increased by nearly 50 percent since the mid-1970s. California's most recently adopted statewide energy efficiency standards for buildings and appliances are also expected to save 2,800 megawatts (MW) over the next ten years (about five percent of the 60 gigawatts of in-State capacity), effectively avoiding the need to build five 500-MW power plants in the next ten years.

California Assembly Bill 1493, enacted in 2002, required that the State Air Resources Board "develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of greenhouse gases from motor vehicles". In the bill, the Legislature declared that "global warming is a matter of increasing concern for public health and the environment in the state" and that "the control and reduction of emissions of greenhouse gases are critical to slow the effects of global warming". The bill also directed the California Climate Action Registry to adopt protocols for reporting "reductions in greenhouse gas emissions from mobile sources."

In 2005, the Governor issued Executive Order S-3-05 recognizing the importance of the natural resources of the State of California and the risks posed to them by potential changes in global climate. The Executive Order requires that the California Environmental Protection Agency coordinate with State agencies to adopt limits and requirements to reduce greenhouse gas emissions to 1990 and pre-1990 levels by set target dates. The targets set forth in Executive Order S-3-05 are:

- 2010 - Reduce greenhouse gas emissions to Year 2000 levels
- 2020 - Reduce greenhouse gas emissions to Year 1990 levels
- 2050 - Reduce greenhouse gas emissions to 80 percent below Year 1990 levels

Subsequently, the California State Legislature followed with the adoption of the California Global Warming Solutions Act of 2006 (California Assembly Bill No. 32). AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, over the next 13 years (by 2020).
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

To implement AB 32, the Climate Action Registry created a Reporting Online Tool to track GHG emissions. It also adopted the Climate Change Scoping Plan that identifies GHG reduction programs that would expand existing energy efficiency programs, improve building and appliance standards; increase renewable energy sources; develop a California cap-and-trade program; establish targets for transportation-related GHG emissions; implement clean car standards, goods movement measures, and the Low Carbon Fuel Standard and creating target fees to fund the administrative costs of AB 32 implementation.

In December 2007, CARB established the 1990 statewide GHG emissions level at 427 teragrams (Tg) CO_2 equivalent GHG, which, as required under AB 32, is the GHG emissions level to be achieved by 2020.

Senate Bill 375 was adopted in 2008 so that GHG emissions reductions targets established in the Scoping Plan for the transportation sector can be correlated to local land use decisions. Recognizing that GHG emissions from light-duty trucks and automobiles could be reduced by land use decisions that reduce vehicle miles traveled and vehicle trips, SB 375 requires CARB to establish GHG emissions reduction targets for each of the 17 regions in California by September 30, 2010. Once the GHG emissions reduction targets are established, SCAG will be required to prepare a Sustainable Communities Strategy (SCS) in their Regional Transportation Plan. The SCS are expected to establish a development pattern for the region that would reduce GHG emissions from transportation sources (except goods movement). The SCS is expected to provide individual jurisdictions with growth strategies that would help achieve the regional GHG emissions reduction targets.

Existing Greenhouse Gas Emissions Inventory

Data compiled by the United Nations Framework Convention on Climate Change (UNFCCC) from annual inventories submitted by developed (Annex I) countries estimate that global GHG emissions in the most recent data year (2005) were approximately 22,375 Tg CO_2 Eq. (Teragrams of CO_2 equivalent or million gross metric tons of CO_2 equivalent) from all sources, not including emissions related to land use, land use change, or forestry. This figure represents an

approximate decrease of 1.85% below base year (1990) GHG emission levels for those countries. Data for developing (Annex II) countries is not included because of incomplete data availability and the proportionately minor size of their global contributions. Under the convention, precise and regularly updated inventories of greenhouse gas emissions from industrialized countries are required to be submitted on an annual basis. Developing countries also are encouraged to carry out similar inventories.

Data submitted to the UNFCCC by the U.S. in 2005 indicated total GHG emissions of 7,241 Tg CO_2 Eq., an increase of approximately 16.3% from 1990 levels. This figure represents over 32% of global emissions from developed countries for 2005. Analysis of historical data shows that U.S. annual emissions steadily increased over the recording period 1991-2005. In 2006, total U.S. greenhouse gas emissions were 7,054 Tg CO_2 Eq. Overall, total U.S. emissions have risen by 14.7 percent from 1990 to 2006, while the U.S. gross domestic product has increased by 59 percent over the same period. Emissions fell from 2005 to 2006, decreasing by 1.1 percent (75.7 Tg CO_2 Eq.). The following factors were primary contributors to this decrease: (1) compared to 2005, 2006 had warmer winter conditions, which decreased consumption of heating fuels, as well as cooler summer conditions, which reduced demand for electricity, (2) restraint on fuel consumption caused by rising fuel prices, primarily in the transportation sector and (3) increased use of natural gas and renewables in the electric power sector.

The State of California is a substantial GHG generator and is ranked second in the United States, only behind Texas. In 2004, the State produced an estimated 492 Tg CO_2 Eq. GHG emissions, with transportation and electricity generation being by far the largest end-user contributors. California's greenhouse gas emissions are also large in a world scale context and continue to grow. The proportional contributions from all sources of GHG in the State were 81% from fossil fuel combustion, 2.8% from other sources of CO_2, 5.7% from methane, 6.8% from nitrous oxide, and the remainder from high GWP gases (2.9%).

The EIR for TOP estimated GHG emissions from existing land uses in the City of Ontario, as provided in Table 4.15-2, *Citywide GHG Emissions Inventory*.

TABLE 4.15-2
CITYWIDE GHG EMISSIONS INVENTORY (2008)

Source	*CO_2 Emissions MT/Year*
Transportation Sector	3,603,215
Electricity Sector	
Purchased Energy	855,221
Water Demand and Treatment	50,394
Total Energy Emissions	905,615
Recycling and Waste	56,298
Agricultural	356,306
Area Sources	207,533
Total	**5,128,968**

MT – metric tons
Source: TOP EIR

A minor portion of these are GHG generated by the US Post Office operations at the project site.

4.15.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on greenhouse gases and climate change, if its implementation results in any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

The California Air Resources Board (CARB) and SCAQMD tried to establish GHG emission thresholds for industrial, residential, and commercial projects. CARB's preliminary draft proposal was released for public review on October 24, 2008. CARB also held a public workshop to discuss the draft proposal on October 27, 2008 and December 9, 2008. CARB's interim thresholds establish a numeric threshold of 7,000 metric tons of CO_2 Equivalent/year for industrial projects and a mandatory reporting requirement of 25,000 metric tons of CO_2 Equivalent/year. No threshold for residential and commercial projects was recommended, aside from a programmatic approach for consistency with performance standards that reduce GHG.

On December 5, 2008, the SCAQMD Governing Board adopted an Interim GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 metric tons CO_2 Equivalent/year. As part of the Interim GHG Significance Threshold development process for industrial projects, the SCAQMD established a working group of stakeholders that also considered thresholds for residential/commercial projects. The SCAQMD's working group considered performance standards primarily focused on energy efficiency measures beyond Title 24 and a screening level of 3,000 metric tons CO_2 Equivalent/year based on the relative GHG emissions contribution between residential/commercial sectors and stationary source (industrial) sectors. The working group and staff ultimately decided that additional analysis was needed to further define the performance standards and to coordinate with CARB staff's interim GHG proposal. Staff, therefore, did not recommend action for adopting an interim threshold for residential/commercial projects.

Senate Bill 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to address global warming emissions and mitigate project-generated GHG. OPR was required to prepare, develop, and transmit these guidelines on or before July 1, 2009, and directed the California Natural Resources Agency to adopt the CEQA guidelines by January 1, 2010.

In April 2009, the Governor's Office of Planning and Research proposed amendments to the CEQA Guidelines to address greenhouse gas emissions but has left the establishment of thresholds of significance to the Lead Agency. These amendments were adopted in January 2010.

CARB has suspended their efforts in developing thresholds. However, SCAQMD is still working on developing GHG significance thresholds, although no formal quantitative guidance that would be applicable to the proposed Amendment or to residential uses has been adopted at this time.

4.15.3 Environmental Impacts

Future residential development under the proposed *Guasti Plaza Specific Plan Amendment* would lead to the development of 500 new housing units on the site, which would generate GHG emissions.

GHG Emissions *(Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?)*

The General Reporting Protocol (GRP) in the California Climate Action Registry (CCAR) divides project-related operational GHG emissions into three categories. These three sources include the following:

- *Source 1* - On-site combustion of fossil fuels (space and water heating, fireplaces, landscape utility equipment, etc.)
- *Source 2* - Consumption of purchased energy (electricity)
- *Source 3* - Indirect emissions (transportation, solid waste disposal, fresh-and wastewater conveyance and treatment)

For general development projects such as the Guasti Project, Source 3 is typically a much larger contributor to the GHG burden than Sources 1 and 2. For convenience, project related GHG emissions were aggregated into transportation and non-transportation sources. The transportation component is calculated and reported in the URBEMIS2007 computer model. The non-transportation sources require additional analysis, as shown below.

Construction Emissions

Short-term GHG emissions will be generated by construction activities on the site. The URBEMIS2007 computer model was used to calculate GHG emissions from the following prototype construction equipment fleet for residential construction:

Grading
- 1 Grader
- 1 Rubber Tired Dozer
- 1 Tractor/Loader/Backhoe
- 1 Water Truck

Construction
- 3 Welders
- 1 Tractor/Loader/Backhoe
- 1 Generator Set
- 1 Crane
- 2 Forklifts

Paving
- 4 Cement Mixers
- 1 Paver
- 2 Paving Equipment
- 1 Roller
- 1 Tractor/Loader/Backhoe

Calculated construction activity emissions are summarized in Table 4.15-3, *Daily Construction Activity GHG Emissions.*

TABLE 4.15-3
DAILY CONSTRUCTION ACTIVITY GHG EMISSIONS (POUNDS/DAY)

Activity	CO_2
Grading	2,371.7
Construction	8,450.2

TABLE 4.15-3
DAILY CONSTRUCTION ACTIVITY GHG EMISSIONS (POUNDS/DAY)

Activity	CO_2
Coating and Paving	1,872.7
	-
Source: Giroux and Associates, 2009.	

Equipment exhaust also contains small amounts of methane and nitric oxides, which are GHGs. Non-CO_2 GHG emissions represent approximately a three percent increase in CO_2-equivalent emissions from diesel equipment exhaust. For purposes of analysis, it was assumed that the non-CO_2 GHG emissions from construction equipment during short-term construction activities at the site are negligible, and that the total project construction GHG burden can be characterized by 40 peak grading, 100 peak construction activity days and 100 peak coating and paving days. The estimated annual GHG impact is estimated in Table 4.15-4, *Total Construction Activity GHG Emissions,* if all the above activities were to occur in a single year.

TABLE 4.15-4
TOTAL CONSTRUCTION ACTIVITY GHG EMISSIONS (POUNDS/DAY)

Activity/Use	Residential
Grading	2,372 lbs/day x 40 days
Construction	8,450 lbs/day x 100 days
Coating and Paving	1,873 lbs/day x 100 days
Yearly Total	1,127,180 lbs/2000 lbs/ton = 564 "short" tons = **513 Metric Tons**

For screening purposes, the temporary construction activity GHG emissions were compared to the chronic operational emissions in the SCAQMD's interim thresholds. The recommended screening level for commercial uses is 3,000 metric tons (MT) of CO_2-equivalent (CO_2(e)) per year. Construction activities generating 513 MT are well below this threshold. Impacts would be less than significant.

Operational GHG

Implementation of the proposed project would contribute to long-term increases in greenhouse gases (GHGs) as a result of traffic increases (mobile sources) and minor secondary fuel combustion emissions from space heating. Development occurring as a result of the proposed project would also result in secondary operational increases in GHG emissions as a result of electricity generation to meet project-related increases in energy demand. Electricity generation in California is mainly from natural gas-fired power plants. However, since California imports about 20 to 25 percent of its total electricity (mainly from the northwestern and southwestern states), GHG emissions associated with electricity generation could also occur outside of California. Space or water heating, water delivery, wastewater processing and solid waste disposal also generate GHG emissions.

Annual GHG emissions, from non-transportation sources are shown in Table 4.15-5, *Non-Transportation GHG Emissions.*

TABLE 4.15-5
NON-TRANSPORTATION GHG EMISSIONS (POUNDS/DAY)

Annual Non-Transportation Consumption/Generation Factors

Land Use	*Unit*	*Electricity (MWHR)*	*Nat. Gas (10^6 cu ft)*	*Solid Waste (tons)*	*Water (10^6 gal)*
Residential	DU	5.6	0.0481	0.73	0.073

GHG Emissions					
	Unit	***Electricity (MWHR)***	***Nat. Gas (10^6 cu ft)***	***Solid Waste (tons)***	***Water (MG))***
Residential	500 DU	2,800	24	365	36
Conversion Factor		*0.364*	*54.6*	*0.46*	*4.62*
CO_2(e) tons/yr		1,019	1,310	168	166

Conversion to CO_2(e) [tons/year] -

Electricity — MWHR x 0.364 tons/MWHR (1)
Nat. Gas — 10^6 cubic feet x 54.6 tons/10^6 cubic feet (2)
Solid Waste — tons x 0.46 tons/ton (3)
Water and Wastewater — 10^6 gal(MG) x 4.62 tons/MG (4)

(1) California Climate Action Registry
(2) California Climate Action Registry
(3) Energy Information Admin., Voluntary Reporting of GHG
(4) California Energy Commission, Integrated Energy Policy Report (12.7 MWHR per MG conveyed, treated and disposed in Southern California)

Source: Air Quality Impact Analysis, 2009

The URBEMIS2007 computer model predicts daily operational CO_2 emissions from residential traffic and area source emissions, estimated at 5,731.1 tons/year. Added with a calculation of indirect GHG emissions in the table above at 2,663 tons/year**,** a total of approximately to be 8,394 tons of CO_2 per year would be generated by future residential uses on the site.

Thus, future residential development would generate 8,394 MT of GHG emissions per year from combined stationary and mobile sources.

There are no quantified thresholds of significance for GHG emissions. Thus, the impact significance of the Amendment's GHG emissions cannot be determined readily. Although the SCAQMD has not adopted the proposed threshold of 3,000 metric tons of CO_2 Equivalent/year, future residential development under the proposed Amendment will exceed 3,000 metric tons.

Comparison with the estimated GHG emissions from existing land uses and at buildout of the City of Ontario, as provided in Table 4.15-6, *City-wide and Project-Related GHG Emissions*, shows that GHG emissions from future residential development at the site would represent less than 0.2 percent of existing and projected City-wide GHG emissions.

TABLE 4.15-6
CITY-WIDE AND PROJECT-RELATED GHG EMISSIONS

Source	**Existing Land Uses**	**Buildout**	**Proposed Project**
	(MMTons)	(MMTons)	(Tons)
Transportation Sector	3.6	10.6	5,731.1
Electricity Sector			
Purchased Energy	0.9	2.2	1,019
Water Demand and Treatment	0.1	0.1	166
Total Energy Emissions	0.9	2.3	1,185
Recycling and Waste	0.1	0.1	168
Agricultural	0.4	0	0
Area Sources	0.2	0.5	1,310
Total	5.1	13.6	8,394.1

MT – metric tons
MMTons – million metric tons
Source: TOP Recirculated DEIR

Since GHG emissions are implicated in the acceleration of global warming experienced in the last several decades, project impacts would be global, even if miniscule. This is considered a significant adverse impact. The cumulative impacts of the Amendment on GHG and Global Climate Change are discussed further in Section 6.0, *Cumulative Impacts*. Operational GHG emissions from future residential development would be significant and adverse.

Impact 4.15.1: Greenhouse gas emissions from future residential development would contribute to climate change.

Unless there is a greater shift to clean energy such as solar, hydroelectric, wind, nuclear, etc., no substantial reduction in GHG is likely attainable by individual developments, except through energy conservation. Thus, in the absence of definitive thresholds of significance, the GHG reduction measures are geared towards the incorporation of project design features that reduce energy consumption and vehicular travel, as much as is reasonably feasible. A reduction in potential GHG emissions would occur under the Amendment (by locating residential uses near commercial areas) over the uses approved in the Guasti Plaza Specific Plan. Existing regulations also call for trip reduction and energy conservation measures to be incorporated into future residential development. In addition, mitigation is recommended to further reduce GHG emissions associated with future development under the proposed Amendment.

GHG Policy Consistency *(Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?)*

The proposed Amendment and future residential development under the Amendment will implement measures as part of the Specific Plan development, as standard conditions, or as mitigation measures, which would also serve to reduce GHG emissions. These include:

Trip Reduction

- *Specific Plan Amendment – Residential and commercial uses could be located in mixed use developments or within walking distance of each other at Guasti Plaza.*
- *Specific Plan – Implementation of Transportation Demand Management (TDM) measures is called for in the Specific Plan, along with the formation of transportation management associations.*
- *Specific Plan – The Specific Plan acknowledges bus transit routes that may serve future development.*
- *Specific Plan – The development of sustainable landscapes is called out in the Specific Plan, to include efficient irrigation, pervious surfaces, recyclable materials, infiltration planter boxes, etc.Specific Plan - Pedestrian and bicycle circulation is promoted by the Specific Plan through Site Guidelines that encourage pedestrian activity.*

- *Specific Plan Amendment – Design guidelines call for an urban, pedestrian friendly environment, with strong pedestrian linkages between residential and commercial uses.*

- *Specific Plan Amendment – Design guidelines promote innovative housing types like mixed use or live-work units.*

- *Standard Condition 4.4.6: Future residential or commercial development shall comply with City's Trip Reduction Ordinance requirements, through the provision of bike racks, sidewalks from public streets to each building; a passenger loading area; and transit facilities, such as bus shelters, bus pullouts, and bus pads.*

- *Mitigation Measure 4.4.2: Bus turnouts and bus shelters shall be provided along Archibald Avenue, as part of future development within the Specific Plan area and in coordination with Omnitrans.*

- *Mitigation Measure 4.5.2: Measures that reduce trip generation or trip lengths and that promote energy conservation would reduce long-term emissions and shall be implemented by future development. These include:*
  - *Bus turnouts and bus shelters on Archibald Avenue (as discussed in Section 4.4)*
  - *Provision of complete pedestrian pathways between the site and adjacent commercial uses*
  - *Promote the use of bus transit through the provision of bus route schedules at lobbies*
  - *Provision of bike racks (as required by the City's Trip Reduction Ordinance)*
  - *Construction methods and use of energy efficient appliances that exceed Title 24 requirements (as discussed in Section 4.15)*

Water Conservation

- *Specific Plan – Design guidelines call for the preservation or relocation of existing mature trees and the use of plants that can withstand Southern California drought.*

- *Specific Plan – The Landscape Plan requires water-efficient irrigation systems that are specific to the plant species; reduce runoff; and with automatic controllers.*

- *Standard Condition 4.12.2: Future residential or commercial development shall implement water conservation measures in accordance with the California Plumbing Code, Title 6, Chapter 8a of the Ontario Municipal Code, and as recommended by the California Department of Water Resources in all new or substantially rehabilitated structures, including the following:*
  - *Low flush toilets of no greater than 1.6 gallons per flush;*
  - *Low flow shower heads;*
  - *Insulation of hot water lines to provide hot water faster with less water waste and to keep hot pipes from heating cold water pipes;*

- *Water pressure greater than 50 pounds per square inch be reduced to less than 50 pounds per square inch by means of a pressure reducing valve;*
- *Landscape with low water consuming or drought tolerant plants in all commercial and industrial projects, and in public areas in residential projects. Landscaped areas should also be mulched to the maximum extent to reduce evaporation and maintain soil moisture;*
- *Install efficient irrigation systems that minimize runoff and evaporation, and maximize the water the will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods to consider in increasing irrigation efficiency;*
- *Require projects of appropriate size to connect to the reclaimed water system for irrigation purposes.*

❖ *Standard Condition 4.12.4: The landscape irrigation system installed on the site shall have the capability of being retrofitted to utilize reclaimed water supplies when they become available, in accordance with Title 6, Chapter 8C, Recycled Water Use, of the Ontario Municipal Code.*

❖ *Standard Condition 4.12.5: The City Engineering Department shall consult with project proponents within the Redevelopment Area as to the most effective methods of reusing wastewater generated by proposed projects.*

Waste Reduction

❖ *Standard Condition 4.12.8: Future residential or commercial development shall implement waste reduction, disposal, and recycling measures during construction and operations in accordance with Title 6, Chapter 3 (Integrated Solid Waste Management) of the City's Municipal Code. This includes the development and implementation of a Construction and Demolition Recycling Plan, during the construction phase of the project.*

Energy Conservation

❖ *Standard Condition 4.12.11: Future residential or commercial development shall implement energy conservation measures, as required under Title 24, Part 6, of the California Code of Regulations (California's Energy Efficiency Standards for Residential and Nonresidential Buildings).*

Consistency of the proposed Amendment and future residential development on the site with existing GHG reduction plans, policies and regulations is addressed below.

Climate Change Scoping Plan

The California Air Resources Board (CARB) adopted the Climate Change Scoping Plan in 2008, which calls for a 30-percent reduction in GHG emissions to meet the 1990 GHG emissions goal by 2020. Early action measures in the Scoping Plan include:

❖ Green Building through implementation of more energy-efficient building standards in Title 24. (The 2008 Building and Energy Efficiency Standards are 15 percent more energy-efficient than the 2005 standards.)

Future residential development will need to implement measures to exceed the energy-efficient standards in Title 24.

❖ Renewable Energy Portfolio (33 percent) for energy producers in California. (Renewable energy currently comprises 12 percent of the state's energy portfolio.)

Future residential development or the Specific Plan would not produce energy on-site.

❖ Per-Capita Water Reduction by approximately 20 percent. (The draft 20X2020 water conservation plan identifies strategies to reduce water use in the state. In addition, plumbing and landscaping codes amended with the new Title 24 result in a 50 percent reduction of water use for new commercial and residential plumbing fixtures.)

Future residential development would implement water conservation measures, as discussed in Section 4.12.1, Water Services.

❖ Low Carbon Fuel Standard (10-percent reduction in carbon content) for fuels sold in California by year 2020.

Future residential development will utilize fuels meeting the Low Carbon Fuel Standard, when they become available.

❖ Pavley Fuel Efficiency Standards (higher fuel efficiency standards of 43 miles per gallon - mpg) for the average fleet fuel economy of cars by year 2020. (This will increase in fuel efficiency by 20 mpg from the current 23 mpg average fleet economy in California.)

Future residential development will utilize cars with higher fuel efficiency, when they become available.

CAPCOA and Attorney General Policies

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) published "CEQA and Climate Change," which considers and evaluates numerous approaches to addressing greenhouse gas emissions under CEQA. The EIR for TOP analyzed the GHG and climate change impacts of the buildout of the City of Ontario. The analysis included review of CAPCOA's model policies for GHG emissions in General Plans, which indicated that TOP is consistent with CAPCOA policies because a number of TOP policies reflect the CAPCOA policies and mitigation measures have been added to make the TOP consistent with the rest of the CAPCOA policies. Similarly, consistency with the Attorney General's GHG policies was evaluated in TOP EIR and mitigation measures where provided for policies that were not reflected in TOP. Since the proposed Amendment is consistent with TOP, as discussed in Section 4.2, *Land Use and Planning*, it is considered consistent with CAPCOA and Attorney General policies.

Regional Plans

As discussed in Section 4.2, *Land Use and Planning*, the proposed Amendment and future residential development on the site is also consistent with the Compass Blueprint, Regional Comprehensive Plan, Regional Housing Needs Assessment, and Regional Transportation Plan,

which all address growth and development in the Southern California region. These plans call for focused growth in existing and emerging centers and along major transportation corridors; provision of adequate housing; mixed-use development and walkable communities; and reductions in vehicle trips and vehicle miles traveled, which would reduce GHG emissions in the and region. The proposed Specific Plan Amendment embodies these same goals and thus, would reduce GHG emissions through the development of residential uses within Guasti Plaza.

TOP Mitigation

A number of mitigation measures have been included in the EIR for TOP, to reduce Citywide GHG emissions. A number of these mitigation measures are City-sponsored policies, which would not be applicable to the proposed Amendment and future residential development on the site. Consistency of the proposed Amendment with TOP would in turn, mean consistency with these mitigation measures. Other mitigation measures are project-specific and would apply to future residential development. However, with no development application accompanying the proposed Amendment, these measures would have to be implemented at the time when residential development and construction is proposed on-site.

Consistency of the proposed Amendment and future residential development with GHG mitigation measures is analyzed in Table 4.15-7, *Consistency with TOP Mitigation.*

TABLE 4.15-7
CONSISTENCY WITH TOP MITIGATION

TOP Mitigation	Consistency of SPA and Future Residential Development
MM 6-1 Climate Action Plan (CAP)	This is a City endeavor that is not applicable to the SPA or the site. Future residential development will comply with the CAP when it is adopted at the time of site development.
MM 6-2 Measures to consider in CAP	This is a City endeavor that is not applicable to the SPA or the site. Future residential development will comply with applicable measures in the CAP when it is adopted at the time of site development.
MM 6-3 Municipal Code Amendment	This is a City endeavor that is not applicable to the SPA or the site. Future residential development will comply with applicable regulations in the City's Municipal Code.
MM 6-4 Review development per MMs 6-2 and 6-3 prior to CAP adoption	Future residential development will comply with applicable mitigations at the time of site development, if the CAP has not been adopted.
Applicable measures under MM 6-2	
Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a non-hazardous construction and demolition debris.	Future residential development will prepare a Construction and Demolition Recycling Plan per City requirements, as discussed in Section 4.12.4.
Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.

TABLE 4.15-7
CONSISTENCY WITH TOP MITIGATION

TOP Mitigation	Consistency of SPA and Future Residential Development
Require all new traffic lights installed be energy efficient traffic signals.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.	There is no reclaimed water connection to the site but future residential development would be plumbed for connection to the reclaimed water system, when connection is made available to the Specific Plan area.
Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Reduce heat gain from pavement and other similar hardscaping.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Requirements for the use of Energy Star appliances and fixtures in discretionary new development.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.	Existing trees at the site would be preserved, per the tree preservation program of the Specific Plan, and new trees would be planted to complement the historic landscape.
Implement enhanced programs to divert solid waste from landfill operations	Recycling will be added as mitigation for future residential development, to be implemented if the

TABLE 4.15-7
CONSISTENCY WITH TOP MITIGATION

TOP Mitigation	Consistency of SPA and Future Residential Development
	CAP has not been adopted.
Reduce per capita water consumption consistent with state law by 2020.	Water conservation measures would be implemented by future residential development, as discussed in Section 4.12.1.
Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.	There is no reclaimed water system near the site but future residential development would be plumbed to connect to the reclaimed water system, when it is extended into the Specific Plan area.
Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.	Water conservation measures would be implemented by future residential development, as discussed in Section 4.12.1.
Applicable measures under MM 6-3	
Increase densities in urban core areas to support public transit	The proposed SPA increases density within the Airport Metro Center Area.
Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Add bicycle facilities to city streets and public spaces, where feasible.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.	The proposed SPA would create a mixed use, high density development within Guasti Plaza.
Plan for and create incentives for mixed-use development	The proposed SPA would allow mixed use development, as allowed under TOP.
Identify sites suitable for mixed-use development and establish appropriate site specific standards to accommodate mixed uses	TOP has identified Guasti as a mixed use area and the proposed SPA would allow mixed use development, as allowed under TOP.
Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and	The proposed SPA would allow residential development, where commercial uses are planned under the Guasti Plaza Specific Plan.

TABLE 4.15-7
CONSISTENCY WITH TOP MITIGATION

TOP Mitigation	Consistency of SPA and Future Residential Development
promote bicycling and walking to these uses.	
Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.	The proposed SPA would include form-based community design standards for residential uses.
Identify transit centers appropriate for mixed-use development, and promote transit oriented, mixed-use development within these targeted areas	TOP has identified Guasti as a mixed use area and the proposed SPA would allow mixed use development, as allowed under TOP.
Ensure new development is designed to make public transit a viable choice for residents	Bus stop improvements would be provided by future development, as discussed in Section 4.4, Transportation.
Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit oriented development areas	The proposed SPA would develop a mixed use neighborhood that will support pedestrian travel between residential and commercial uses within Guasti Plaza.
Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking	The proposed SPA would allow residential development near planned commercial uses.
Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.	Pedestrian walkways and plazas would be provided within Guasti Plaza.
Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas	The proposed SPA would locate residential and commercial uses within Guasti Plaza, with established pedestrian connections.
Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures.	The proposed SPA would locate residential and commercial uses within Guasti Plaza.
Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Supporting development where automobile	This measure will be added as mitigation for future

TABLE 4.15-7
CONSISTENCY WITH TOP MITIGATION

TOP Mitigation	Consistency of SPA and Future Residential Development
access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.	residential development, to be implemented if the CAP has not been adopted.
Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Establishing standards that provide for pervious pavement options.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Removing obstacles to natural, drought tolerant landscaping and low-water landscaping.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Ensuring transit stops and bus lanes are safe, convenient, clean and efficient.	Bus stop improvements would be provided by future development, as discussed in Section 4.4, Transportation.
Ensuring transit stops have clearly marked street-level designation, and are accessible.	Bus stop improvements would be provided by future development, as discussed in Section 4.4, Transportation.
Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate.	Bus stop improvements would be provided by future development, as discussed in Section 4.4, Transportation.
Facilitate employment opportunities that minimize the need for private vehicle trips	The proposed SPA would provide nearby employment opportunities for future residents.
Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible.	The proposed SPA would locate residential and commercial uses within Guasti Plaza, with established pedestrian connections.
Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Install water-efficient landscapes and irrigation	This will be implemented on-site, as discussed in Section 4.12.1.
Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls.	This measure will be added as mitigation for future residential development, to be implemented if the CAP has not been adopted.
Promote the planting of shade trees and	Existing trees at the site would be preserved, per

TABLE 4.15-7
CONSISTENCY WITH TOP MITIGATION

TOP Mitigation	Consistency of SPA and Future Residential Development
establish shade tree guidelines and specifications	the tree preservation program of the Specific Plan, and new trees would be planted to complement the historic landscape.
Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation	Existing trees at the site would be preserved, per the tree preservation programs of the Specific Plan, and new trees would be planted to complement the historic landscape.
MM 6-5 Consistency with SCS	Future residential development will comply with applicable measures in the SCS, when it is adopted by the time of site development.
MM 6-6 Green Valley Initiative	This is a City endeavor that is not applicable to the SPA or the site.

As shown, a number of TOP GHG mitigations have not been incorporated into the SPA and will have to be implemented by future residential development on the site.

Impact 4.15.2: Future residential development would not be consistent with all of the TOP GHG mitigation.

When adopted, compliance with the CAP by future developments in the City would make the development consistent with the TOP mitigation. In the interim, TOP mitigation that are applicable to future residential development but have not been included into the proposed Specific Plan Amendment or the standard conditions and mitigation measures in other sections of this EIR will be added as mitigation, to be implemented by future residential development on the site even if the CAP is not adopted. This will align the proposed Amendment and future residential development with the GHG emissions reduction strategies of the State and City.

4.3.4 Previous Analysis

To the extent applicable, this Supplemental EIR tiers off previous environmental documents relating to the development of the project site, which include the EIR for the Guasti Plaza Specific Plan and the EIR for the Guasti Redevelopment Plan. The following discussion summarizes the similarities/differences in potential impacts between the previous documents and this Supplemental EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Guasti Plaza Specific Plan EIR
The Initial Study for the Guasti Plaza Specific Plan EIR indicated that future development under the Specific Plan would have moderate or potential effects on climate and no further analysis is provided in the EIR.

> *Future residential development under the proposed Amendment would generate greenhouse gases, as would planned office uses.*

Guasti Redevelopment Plan EIR
The Guasti Redevelopment Plan EIR did not analyze impacts related to Greenhouse Gases and Climate Change.

4.15.5 Standard Conditions and Mitigation Measures

Standard Conditions

A number of programs have been adopted by the State that would reduce greenhouse gas emissions from various sources but not are specifically applicable to future residential development. The Ontario Plan also contains policies that would reduce vehicle trips and vehicle miles traveled, promote transit use, call for water conservation, energy conservation, waste reduction, sustainable practices and other ways to reduce GHG emissions.

Standard Condition 4.15.1: Future residential development will need to comply with applicable General Plan goals and policies, as they relate to GHG emissions reductions.

Mitigation Measures

The following mitigation measure shall be implemented as part of future residential development under the proposed Amendment:

Mitigation Measure 4.15.1: Measures that reduce trip generation or trip lengths; that optimize the transportation efficiency of a region; that promote energy conservation and carbon sequestering shall be incorporated into future residential development to reduce GHG emissions. These include the following:

<u>Site and Building Design</u>

- *Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.*
- *Reduce heat gain from pavement and other similar hardscaping.*
- *Include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
- *Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.*
- *Utilize building design guidelines and criteria that promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).*
- *Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.*
- *Establish standards that provide for pervious pavement options.*

<u>Transportation</u>

- *Promote increased utilization of public transit*
- *Provide continued support for rideshare programs to encourage the use of alternatives to the single occupant vehicle (SOV) for site access and trips originating at the site*

- *Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.*
- *Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.*
- *Add bicycle facilities to city streets and public spaces, where feasible.*
- *Allow flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.*
- *Provide continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.*
- *Provide pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares.*
- *Encourage primary entrances to be pedestrian entrances, with automobile entrances and parking located to the rear.*
- *Support development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.*
- *Utilize street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.*
- *Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.*

Energy Conservation

- *Construct new buildings to exceed current California Title 24 energy efficiency requirements by twenty (20) percent.*
- *Maximize use of low pressure sodium and/or fluorescent lighting*
- *Require acquisition of new appliances and equipment to meet Energy Star certification*
- *Design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.*
- *All new traffic lights installed shall be energy efficient traffic signals.*
- *Perform energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.*
- *Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future*

Urban Forestry

- *Participate in green waste collection and recycling programs for landscape maintenance*
- *Encourage use of landscaping with low water requirements and fast growth.*

Water Conservation

- *Landscaping irrigation systems shall be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; moisture-sensing irrigation controls.*
- *Include low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.*

- *Remove obstacles to natural, drought tolerant landscaping and low-water landscaping.*
- *Require planting drought-tolerant and native species, and cover exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.*

Mitigation Measure 4.15.2: The TOP GHG mitigations cited in Table 4.15-7 and that are targeted for implementation by future developments in the City will be implemented by future residential development on the site, even if the CAP is not adopted.

4.15.6 Unavoidable Significant Adverse Impacts

Future residential development would generate greenhouse gases that would contribute to global warming. However, the proposed Amendment would allow for the siting of residential uses near commercial/retail uses, which would reduce vehicle miles traveled and promote alternatives to the automobile. Since a large proportion of greenhouse gases are generated through vehicle emissions, a reduction in vehicle miles traveled will result in a reduction in GHG emissions. Mitigation measures are also provided to further reduce greenhouse gas emissions associated with the proposed Amendment and to make future residential development consistent with the TOP GHG mitigation. These mitigation measures may be modified to be consistent with the City's CAP and SCS, once these regulations are adopted.

With implementation of the mitigation measures above, the proposed Amendment and future residential development would be consistent with plans, policies and regulations that reduce the emissions of greenhouse gases. However, GHG emissions from future residential development would still have the potential to contribute to global warming and climate change impacts. Impacts will remain significant and unavoidable.