

Executive Summary

□ Introduction

This ~~FinalDraft~~ Supplemental Environmental Impact Report (~~FinalDraft~~ SEIR) analyzes the potential environmental impacts of a proposed Amendment to the Guasti Plaza Specific Plan. The Guasti Plaza Specific Plan regulates development within the historic Guasti community, an approximately 78.4-acre area at the northern section of the City of Ontario, south of the San Bernardino (Interstate-10) Freeway, west of Turner Avenue, north of the Union Pacific Railroad right-of-way, and east of Archibald Avenue. The Specific Plan allows for the development of 3,184,236 square feet of hotel, office, retail, restaurant and related land uses, along with the retention of historic structures for adaptive reuse.

The proposed Amendment would update the Specific Plan document to reflect existing site conditions and regulations, as well as create an overlay designation that would allow the development of residential uses within a portion of the Specific Plan area, as an alternative to planned commercial and office uses. While no direct environmental impacts are anticipated with the document update, the proposed Residential Overlay Zone would allow residential uses that would result in environmental impacts. A maximum of 500 residential dwelling units on approximately 11.72 acres within Planning Areas 2 and 3 (at the eastern and southeastern sections of the Specific Plan area) are contemplated within the overlay zone as an alternative development scenario in the proposed Amendment. The 500 residential units could replace approximately 450,000 square feet of planned office uses in the overlay zone, which would apply to a portion of the Specific Plan area (also referred to as the project site). Alternatively, 100 dwelling units may be located on approximately 9 acres at the western section, replacing future office or commercial development in that area. In any case, the total number of residential units within the Specific Plan area shall not exceed 500 units and the total floor area of development shall not exceed the allowable floor area ratio of 1.0 under the alternative development scenario allowed by the overlay zone.

This SEIR has been prepared in accordance with the criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970, as amended, (Public Resources Code Sections 21000 et seq.), the State CEQA Guidelines (California Administrative Code Sections 15000 et seq.), and the City's Guidelines for Implementing CEQA. This SEIR serves as an informational document intended for use by the City of Ontario, decision-makers, responsible and trustee agencies, interested parties, and members of the general public in evaluating the potential environmental effects of the proposed Amendment. As a Supplemental EIR, this SEIR is revising the original EIR for the Guasti Plaza Specific Plan (FEIR No. 90-4/SCH 91-122-009) only to the extent needed to make the original EIR cover the proposed Amendment. This SEIR has also been prepared as a Program EIR since the Amendment would revise the Specific Plan and while conceptual plans have been developed, no development plans have been submitted for future development at the project site. Thus, when more definitive development (site and building) plans are submitted to the City for approval, the need for additional environmental review would be determined.

Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the Lead Agency is the public agency with the principal responsibility for carrying out or approving a project which may have a significant effect on the environment. The City of Ontario would be responsible for the approval of the proposed Specific Plan Amendment. Thus, the City is serving as the Lead Agency and has the authority to oversee and complete the environmental review process for the proposal.

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□ *Environmental Review Process*

As part of the environmental review process for the proposed Amendment, an Initial Study was prepared to determine the potential environmental impacts of the Specific Plan Amendment and to identify the environmental issues likely to have significant adverse effects associated with future residential development that would be allowed in the overlay under proposed Amendment. The analysis in the Initial Study indicated that the proposed Amendment could result in significant adverse effects on a number of issue areas and an SEIR would have to be prepared to analyze impacts not previously considered in the Environmental Impact Report (EIR) for the adopted Guasti Plaza Specific Plan.

In accordance with CEQA, the City of Ontario circulated a Notice of Preparation (NOP) of a Draft SEIR on November 20, 2008 (Appendix A), to inform public agencies, special districts, surrounding cities, and interested individuals that the City intends to prepare an SEIR for the proposed Specific Plan Amendment. The purpose of the NOP was to solicit guidance from various agencies regarding the scope and content of the environmental information to be included in the SEIR. Agencies and individuals receiving copies of the NOP had 30 days to respond. Concerns raised in the responses to the NOP are presented in letters provided as Appendix B to this SEIR. Issues raised in comment letters, which pertain to the environmental effects of the project, have been addressed in this SEIR.

A scoping meeting was held on December 3, 2008 at the Ontario Senior Center to discuss the proposal and the environmental review process and to solicit comments on the environmental analysis to be included in the SEIR. Affected public agencies and adjacent property owners were invited to the scoping meeting.

Subsequent to the NOP distribution and scoping meeting, the proposed Amendment has been revised to keep the office and commercial uses as permitted uses on the project site, but considers the development of 500 residential units as an alternative scenario in the Specific Plan, that would be allowed under a proposed overlay designation. Thus, this SEIR refers to the residential component as an alternative development under the proposed Amendment.

Upon completion of the Draft SEIR, the document was sent out to various public agencies and interested individuals and was subject to a public review period of 45 days, from March 1 to April 14, 2011. During this time, comments on the environmental analysis ~~were~~ accepted from interested agencies, groups, and individuals. Responses to these comments ~~were~~ prepared by the City and mailed out to commenting agencies and individuals, as well as incorporated into the Final SEIR prior to the certification of the Final SEIR and the Ontario City Council's decision on the proposed Specific Plan Amendment.

□ *Project Location and Setting*

The Guasti Plaza Specific Plan area encompasses 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) right-of-way on the south, and Archibald Avenue to the west. The Ontario International Airport is located just south of the UPRR tracks.

The Specific Plan area is comprised of the central core of the Guasti winery, which contains remnants of the former Italian Vineyard Company's wine manufacturing facility that was founded by Secundo Guasti. Until late 2007, this area contained 53 structures constructed between 1900 and 1960, the majority of which were constructed at the start of the 20th century. Structures in the Specific Plan area

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included the Guasti Mansion, winery buildings, a post office, general store, storage buildings, residential cottages, and other ancillary structures. The northern portion of the Specific Plan area retained an approximately 22-acre remnant of the former vineyard surrounding the Guasti community.

After the winery ceased operations in 1985, the on-site structures were used for various light industrial and storage uses, as a restaurant, wine tasting room, a U.S. Post Office, and general store. The Guasti Mansion and its grounds were also used for public functions and special events. However, the majority of the structures remained unused. The remnant vineyard along the freeway was cleared in 2001.

In late 2007 to early 2008, light industrial and storage uses and the restaurant operations were discontinued; several dilapidated structures were demolished; large trees boxed; the grounds cleared; and Planning Areas 2 and 3 were fenced in. Also, the US Post Office was temporarily moved from the winery building on Old Guasti Road into a relocatable trailer at the southwestern corner of Turner Avenue and New Guasti Road. An office building and a retail building were built near the I-10 Freeway (in Planning Area 1) in 2008 but are still unoccupied at this time. New Guasti Road has also been constructed as a four-lane east-west roadway through the Specific Plan area.

Seven historic structures remain along the former alignment of Pepper Tree Lane (north of Old Guasti Road between Planning Areas 2 and 3). These include 5 wood-frame cottages, a firehouse, and the Guasti Market building. The structures have been mothballed to prevent further deterioration. As stated earlier, the US Post Office now operates out of a relocatable trailer at the northeastern corner of the project site. While the grounds of the Guasti Plaza Specific Plan area, including the site, have been cleared, large trees remain or have been boxed for future transplantation. A power line runs on wooden poles east-west through the site along the former alignment of Sycamore Lane, with overhead power and telephone lines on the west side of Turner Avenue.

Section 2.0, *Environmental Setting*, of the SEIR discusses the project site and the surrounding area in greater detail.

□ *Project Description*

The proposed Guasti Plaza Specific Plan Amendment involves a revision to the adopted Specific Plan document to provide an update on the existing conditions at the site and to discuss pertinent regulations and approvals that would regulate future development. In addition, the Amendment would create a Residential Overlay Zone that would allow for the alternative development of residential uses in portions of Planning Areas 2 and 3. Specifically, the Amendment would change the Land Use Concept in the document to allow residential uses as an alternative development within Planning Areas 2 and 3, along with development standards and design guidelines for future residential uses within the Specific Plan area. No change to the development intensity or maximum floor area ratio of 1.0 is proposed as part of the Amendment. Also, planned office and commercial uses would continue to be allowed in Planning Areas 2 and 3, with the overlay allowing the alternative development of high density residential uses with an equivalent floor area.

If residential uses would be developed in Planning Areas 2 and 3, a change to the development within East Village in the approved Project Area Plan (PAP) would be needed prior to the residential development. The site plan for the East Village would have to be revised to allow for the development of a maximum of 500 multi-family housing units, with 400 units in Planning Area 2 and 100 units in Planning Area 3. The development density in this Village would range from 45-65 units per acre, as allowed by the City's Land Use Plan. The majority of the housing units would consist of studio, one-

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bedroom and two-bedroom units, ranging in size from 700 to 1,000 square feet. The residential structures would vary in height from 3 to 5 stories. In addition to the dwelling units, on-site amenities to be provided would include a pool, clubhouse, recreational area, and open space areas for residents.

Between Planning Areas 2 and 3, the 5 historic residential cottages/bungalows, a historic firehouse, and a historic market building, which are to be retained, and 2 historic residences to be relocated into the East Village would be reused as area amenities and would provide an important historic element. These structures are proposed to be rehabilitated and reused as meeting rooms, a museum, and/or recreational rooms for the surrounding development.

Approval of the proposed Amendment would revise the policy document that controls development on the project site, in accordance with the land uses and development standards contained in the proposed Amendment. With the option for residential development, the Amendment would add development and design standards in the adopted Specific Plan, as it relates to allowable land uses, development density, and development standards for future residential development on the project site.

The Specific Plan and the Amendment are planning documents that would not lead to any physical changes. However, implementation of the amended Specific Plan could lead to future residential or commercial development on the site, which would be accompanied by environmental changes. Since the Amendment would allow for the development of residential uses on the site, and these future residential uses would result in environmental changes that have not been analyzed in the EIR for the adopted Guasti Plaza Specific Plan (FEIR No. 90-4/SCH 91-122-009), impacts analyzed in this Supplemental EIR relate primarily to future residential uses that would be allowed under the overlay designation of the proposed Amendment. (The potential impacts of planned commercial and office uses on the site remain the same, as analyzed in the previous EIR for the Specific Plan.) Thus, the focus of the analyses in this SEIR is on the impacts of future residential development.

Implementation of the amended Specific Plan and the potential for construction of 500 dwelling units on the site could occur by late 2011/early 2012 at the earliest, with project occupancy by late 2012 or later. If residential development occurs, the dwelling units are initially planned as rental product, but the future sale of units or parcels is anticipated.

□ *Project Objectives*

The objectives with the Guasti Plaza Specific Plan would largely remain the same, except for the addition of meeting housing needs associated with the proposed Amendment. These objectives are as follows:

- To create a high quality, commercial mixed-use development which can attract a viable balance of office, hotel and commercial and residential uses.
- To eliminate the condition of blight which exists in the area and to rehabilitate, preserve, enhance and reuse the major historically significant buildings within the original Guasti community. Buildings to be retained will be adapted for use as office space, restaurants, specialty retail and a hotel/conference center. They will create a focal point and activity center for the City of Ontario.
- To allow the construction of architecturally compatible new uses, taking advantage of the site's prime location between the San Bernardino Freeway and the Ontario International Airport.
- To provide planned roadways, infrastructure, utility and service programs that can meet the expanding needs of the project site as they evolve.

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- To implement a streetscape/landscape program which emphasizes the use of existing trees and landscape and supplements these with other plantings to reinforce the historic themes already found in the community.
- To provide compatible land uses with all surrounding properties, including the Ontario International Airport.
- To develop a plan which includes sufficient flexibility to meet changing business, housing, and market needs over the long term build-out period of the project, while assuring the City of Ontario that the development standards and goals are met.

Section 3.0, *Project Description*, of the SEIR discusses the physical and operational characteristics of the proposed Specific Plan Amendment in greater detail.

□ *Summary of Environmental Impacts and Mitigation*

The proposed Amendment to the Guasti Plaza Specific Plan would create a Residential Overlay Zone that would allow 500 dwelling units on approximately 11.72 acres located along Turner Avenue, New Guasti Road, proposed Biane Lane, and the Union Pacific Railroad corridor, and potentially another 9 acres on the western portion of the Specific Plan area along Archibald Avenue, as an alternative to planned office and commercial uses in these areas.

The analysis in Section 4.0, *Environmental Impact Analysis*, of this SEIR shows that future residential development on the project site, as an alternative land use under the proposed Amendment, is not expected to have any significant adverse impacts in terms of land use and planning, population and housing, mineral resources, agriculture and forest resources, utilities, and visual quality and aesthetics. However, the analysis indicates that future residential development under the proposed Amendment has the potential for direct and indirect adverse environmental impacts associated with several other environmental issue areas, including transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural resources, public services and recreation, and hazards and human health. These impacts would be associated with the construction and occupancy of the proposed 500 residential units on the site, as an alternative to future commercial and office uses.

The SEIR identifies standard conditions for some issue areas (such as land use and planning, utilities, and aesthetics); where compliance with current City regulations or standard conditions would avoid the creation of potentially significant adverse impacts that could be generated by future development under overlay designation proposed by the Amendment. For other issue areas (such as transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural resources, public services and recreation, and hazards and human health), both standard conditions and specific mitigation measures are necessary to reduce potentially significant adverse impacts of future residential development to below a level of significance. A number of standard conditions and mitigation measures provided in the EIR for the Guasti Plaza Specific Plan and in the EIR for the Guasti Redevelopment Plan would also remain applicable to future residential development on the site.

With the exception of transportation/circulation, air quality, noise, and GHG emissions the analysis in this SEIR has determined that future residential development allowed as an alternative development scenario in the proposed Amendment would not result in any significant unmitigated impacts, provided that standard conditions and the recommended mitigation measures presented in the SEIR are incorporated into future development on the site. Impacts associated with traffic, air quality, noise and GHG emissions from future residential development would remain significant and unavoidable.

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Table S-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the proposed Specific Plan Amendment by issue area, as analyzed in Section 4.0, *Environmental Impact Analysis*, of this SEIR. The table also lists the standard conditions and mitigation measures that would help avoid or reduce the potentially significant adverse impacts of the proposal. The significance of environmental impacts after implementation of the standard conditions and the recommended mitigation measures is provided in the last column of Table S-1. As noted, transportation and circulation impacts would remain significant until off-site roadway and intersection improvements are implemented by the City under its Development Impact Fee program. Pollutant emissions from future development would also contribute to existing violations of O₃, PM₁₀, and PM_{2.5} air quality standards. Also, exterior noise levels from the adjacent freeway, railroad tracks, and aircraft overflights would exceed City standards for residential uses. GHG emissions from future development would contribute to climate change, even if reduced. These impacts would be unavoidable.

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TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p>Land Use and Planning – Future development under the proposed Amendment could include as many as 500 residential units or 450,000 square feet of office uses and the rehabilitation of existing historic structures.</p>	<p>The following standard conditions would reduce or avoid potential adverse impacts:</p> <p><i>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.</i></p> <p><i>Standard Condition 4.2.2: Future development on the project site shall comply with the Environmental Performance Standards in the City’s Development Code.</i></p>	<p>No significant impact.</p>
<p>Population and Housing - Future residential development under the proposed Amendment would lead to as many as 500 dwelling units and approximately 1,001 residents on-site. Planned office uses would have generated approximately 1,287 jobs. Regional projections would not be exceeded.</p>	<p>Mitigation related to the relocation of existing tenants was provided in the EIR for the Guasti Plaza Specific Plan and is applicable to future residential development under the proposed Amendment:</p> <p><i>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.</i></p>	<p>No significant impact after mitigation.</p>
<p>Traffic and Circulation – Future residential development under the proposed Amendment would generate approximately 2,993 net vehicle trips utilizing local roadways and freeway arterials, with as much as 230 AM peak hour trips and 279 PM peak hour trips. Future office commercial uses would generate 8,287 trips or 5,624 more trips than residential uses.</p> <p><i>Impact 4.4-1: Future development would generate vehicle trips that would require street and intersection improvements on and near the site.</i></p> <p><i>Impact 4.4 -2: Future development will result in increased use of bus transit services.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts:</p> <p><i>Standard Condition 4.4.1: Future development shall pay development impact fees, which will help fund intersection and roadway improvements near the site.</i></p> <p><i>Standard Condition 4.4.2: Future development shall improve perimeter roadways that would be dedicated to the City of Ontario in accordance with the City’s roadway standards.</i></p> <p><i>Standard Condition 4.4.3: Future 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.</i></p> <p><i>Standard Condition 4.4.4: Future 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.</i></p> <p><i>Standard Condition 4.4.5: Construction work on public rights-of-way shall be</i></p>	<p>Significant adverse impacts are expected at off-site intersections where the applicant would only provide fair share fees for the needed improvements, as part of the City’s Development Impact Fee program. Traffic impacts at these intersections would remain significant until needed off-site roadway and intersection improvements are implemented by the City in the future.</p> <p>No significant adverse impacts are expected</p>

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>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.</i></p> <p><i>Standard Condition 4.4.6: Future 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.</i></p> <p><i>Standard Condition 4.4.7: Future development shall be subject to review and approval by the Ontario Fire Department for the provision of adequate emergency access and evacuation routes.</i></p> <p><i>Mitigation Measure 4.4.1: On-site and perimeter roadways and intersection improvements shall be constructed as part of future development, as outlined in the Traffic Study for the PAP and as approved by the City's Traffic Engineer.</i></p> <p><i>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.</i></p>	<p>upon completion of the needed roadway and intersection improvements.</p>
<p>Air Quality – Future development on the site would generate construction-related short-term emissions and long-term vehicle and stationary emissions.</p> <p><i>Impact 4.5.1: Construction activities at the site would contribute to existing violations of O₃, PM₁₀ and PM_{2.5} standards.</i></p> <p><i>Impact 4.5.2: Occupancy of future residential uses at the site would contribute to existing violations of O₃, PM₁₀ and PM_{2.5} standards.</i></p> <p><i>Impact 4.5.3: Future residents of the site would be exposed to diesel exhaust that could pose health risks in the long-term.</i></p>	<p>The following standard conditions and mitigation measures would reduce potentially significant adverse impacts:</p> <p><i>Standard Condition 4.5.1: Future development shall comply with SCAQMD Rule 403 regarding fugitive dust control measures to be implemented during construction activities.</i></p> <p><i>Standard Condition 4.5.2: Future 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.</i></p> <p><i>Standard Condition 4.5.3: Future 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.</i></p>	<p>Significant impacts associated with AQMP inconsistency and contributions to existing air quality violations would remain significant and unavoidable.</p>

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	<p>Standard Condition 4.5.4: Future development shall comply with SCAQMD Rule 1403, as part of the rehabilitation of the Guasti Market and potential asbestos removal.</p> <p>Standard Condition 4.5.5: Future development shall comply with pertinent SCAQMD rules and regulations for equipment used at the site.</p> <p>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:</p> <ul style="list-style-type: none"> ● 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 ● <u>Apply water every 4 hours to the area within 100 feet of a structure being demolished, to reduce vehicle trackout.</u> ● <u>Use a gravel apron, 25 feet long by road width, to reduce mud/dirt trackout from unpaved truck exit routes.</u> ● <u>Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of demolition.</u> ● <u>Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.</u> ● <u>Prohibit demolition activities when wind speeds exceed 25 mph.</u> ● <u>Apply water every 3 hours to disturbed areas within a construction site.</u> ● <u>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</u> 	

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	<p><u>moisture probe.</u></p> <ul style="list-style-type: none"> • <u>Limit on-site vehicle speeds (on unpaved roads) to 15 mph by radar enforcement.</u> • <u>Replace ground cover in disturbed areas as quickly as possible.</u> • <u>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.</u> <p>Mitigation Measure 4.5.1b: The following measures shall be implemented to reduce exhaust emissions during construction:</p> <ul style="list-style-type: none"> • 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 <p>Mitigation Measure 4.5.1c: During construction, the contractors shall use low VOC coatings and high pressure-low volume sprayers for painting and coatings.</p> <p>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:</p> <ul style="list-style-type: none"> • 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) 	

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	<p><i>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.</i></p> <p><i>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).</i></p> <p><i>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.</i></p>	
<p>Noise - Future development under the proposed Amendment would be exposed to existing noise and vibration sources in the area and would generate construction, vehicle and stationary noise impacts.</p> <p><i>Impact 4.6.1: Future residential development would be exposed to aircraft noise exceeding the City's exterior and interior noise standards.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Impact 4.6-4: Future residential development may be exposed to vibration from nearby</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potential adverse noise impacts:</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Standard Condition 4.6.3: Future development shall comply with Article 33, Environmental Performance Standards, in Title 9 of the City's Development Code as it relates to vibration.</i></p> <p><i>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.</i></p> <p><i>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,</i></p>	<p>Even with mitigation, unavoidable significant adverse noise impacts are expected on future residential development under the proposed Amendment.</p>

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<p><i>train operations.</i></p>	<p><i>ventilation, fireplaces, and wall and ceiling openings.</i></p> <p><i>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.</i></p> <p><u><i>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.</i></u></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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</i></p>	

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	<p><i>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.</i></p> <p><i>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.</i></p>	
<p>Geology and Soils – Future development would be exposed to on-site geologic and seismic characteristics.</p> <p><i>Impact 4.7.1: Existing structures to be rehabilitated and reused would be subject to groundshaking hazards.</i></p> <p><i>Impact 4.7.2: Future development would lead to soil erosion and soil blowing hazards.</i></p> <p><i>Impact 4.7.3: Future development would be exposed to subsidence hazards.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts related to soils and geology:</p> <p><i>Standard Condition 4.7.1: Future development shall comply with seismic design criteria in the California Building Code, the City’s building standards, and other pertinent building regulations.</i></p> <p><i>Standard Condition 4.7.2: Future development shall implement erosion control measures during rehabilitation and construction activities at the site, as required by the City.</i></p> <p><i>Mitigation Measure 4.7.1: To ensure that structural stability of structures and infrastructure on the site, the following shall be implemented by future development:</i></p> <ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> 	<p>No significant impact after mitigation.</p>

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • <i>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 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.</i> • <i>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.</i> • <i>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.</i> <p><i>Mitigation Measure 4.7.2: To prevent soil erosion and soil blowing hazards, the following shall be implemented by future development:</i></p> <ul style="list-style-type: none"> • <i>All grading shall be in conformance with the City of Ontario Municipal Code.</i> • <i>In coordination with the City of Ontario, project design will incorporate landscaping and other features to reduce possible soil erosion.</i> <p><i>Mitigation Measure 4.7.3: Measures to avoid subsidence hazards to future development shall be implemented as part of design and construction, based on the recommendations of the geotechnical investigation for the project.</i></p>	
<p>Water and Hydrology – Future development under the proposed Amendment would lead to a demand for water and an increase in groundwater pumping from local wells. Increases in impervious surfaces on the site would lead to increases in off-site runoff rates and volumes. Stormwater runoff pollutants would also be generated by future development.</p> <p><i>Impact 4.8.1: There is no existing on-site storm drainage system to serve future development.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts on hydrology and water quality:</p> <p><i>Standard Condition 4.8.1: Future 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.</i></p> <p><i>Standard Condition 4.8.2: Future development shall comply with Title 6, Chapter 6 (Stormwater Drainage System) of the Ontario Municipal Code and the NPDES</i></p>	<p>No significant impact after mitigation.</p>

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p><i>Impact 4.8.2: Future development would be exposed to on-site flood hazards.</i></p>	<p><i>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.</i></p> <p><i>Standard Condition 4.8.3: Future 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.</i></p> <p><i>Standard Condition 4.8.4: The project shall pay storm drain impact fees, as required by the City.</i></p> <p><i>Mitigation Measure 4.8.1: To ensure that adequate storm drainage is provided to future development:</i></p> <ol style="list-style-type: none"> <i>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.</i> <i>2. Construction of required storm drain improvements shall be the responsibility of the project developer.</i> <i>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.</i> <i>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.</i> <i>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.</i> <p><i>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 development shall be reviewed and approved by the City Engineer to ensure that</i></p>	

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>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.</i></p>	
<p>Biological Resources – Future development on site would lead to the removal of existing plant and animal habitats and the introduction of landscaping plant materials. Existing trees are expected to be preserved or transplanted in accordance with the tree preservation program of the Specific Plan.</p> <p><i>Impact 4.9.1: Ground disturbance and removal of on-site vegetation could lead to the disturbance or destruction of burrowing owls.</i></p> <p><i>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.</i></p> <p><i>Impact 4.9.3: Future 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.</i></p>	<p>The following standard condition and mitigation measures would reduce or avoid potentially significant adverse impacts on sensitive biological resources:</p> <p><i>Standard Condition 4.9.1: Future development shall comply with the Landscape Guidelines in the Guasti Plaza Specific Plan.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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</i></p>	<p>No significant impact after mitigation.</p>

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>the breeding owls.</i></p> <p><i>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).</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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</i></p>	

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	
<p>Cultural Resources – Future development on site would involve ground disturbance during construction. Existing historic structures would be rehabilitated and reused for the historic interpretive program of the Guasti community.</p> <p><i>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.</i></p> <p><i>Impact 4.10.2: Future development may lead to changes in the historical integrity of the existing structures to be rehabilitated or relocated and reused.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts on significant cultural resources:</p> <p><i>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.</i></p>	<p>No significant impact after mitigation.</p>

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p><i>Impact 4.10.3: Grading and excavation into native soils have the potential to impact unknown paleontological resources.</i></p>	<p><i>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.</i></p> <p><i>Standard Condition 4.10.3: Future residential development shall comply with the Conservation Plan for the adaptive reuse of historic structures.</i></p> <p><i>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.</i></p> <p><i>Mitigation Measure 4.10.1a: Prior to issuance of 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.</i></p> <p><i>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:</i></p> <ul style="list-style-type: none"> ◆ <i>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.</i> ◆ <i>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.</i> ◆ <i>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.</i> ◆ <i>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</i> 	

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	<p><i>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.</i></p> <p>◆ <i>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.</i></p> <p><i>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.</i></p> <p><i>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 proposed museum and walking tour) shall be made part of the development plans that would be submitted to the City for review and approval.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	

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	<p>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.</p> <p>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).</p> <p>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:</p> <ul style="list-style-type: none"> ◆ 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 	

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	<i>inventory, when submitted to the City of Ontario (as the Lead Agency), will signify completion of the program to mitigate impacts to paleontologic resources.</i>	
Public Services and Recreation – Future development on the site would create demands for police and fire protection services, schools, parks, libraries, medical, and other governmental services.		
<i>Police Protection and Law Enforcement</i>	<p>The following standard conditions and mitigation measure would reduce or avoid potential adverse impacts on police protection services:</p> <p><i>Standard Condition 4.11.1: Future 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).</i></p> <p><i>Standard Condition 4.11.2: Future 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.</i></p> <p><i>Standard Condition 4.11.3: Future 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.</i></p>	No significant impact after mitigation.
<i>Fire Protection</i> <i>Impact 4.11.1: Future development would require fire flows that are not currently available in the existing system.</i>	<p>The following standard conditions and mitigation measure would reduce or avoid potential adverse impacts on police protection services:</p> <p><i>Standard Condition 4.11.4: Future 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.</i></p> <p><i>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</i></p>	No significant impact after mitigation.

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	<p><i>access drives will be provided to the satisfaction of the City Fire Department.</i></p> <p><i>Standard Condition 4.11.6: Future development shall comply with the 2007 California Building Code, California Fire Code, Title 19, NFPA and City ordinance standards, including pertinent City ordinances.</i></p> <p><i>Standard Condition 4.11.7: Future 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.</i></p> <p><i>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.</i></p>	
<i>Educational Facilities and Services</i>	<p>The following standard condition would reduce or avoid potential adverse impacts on school services:</p> <p><i>Standard Condition 4.11.8: Future 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.</i></p>	No significant impact.
<i>Library Services</i>	<p>The following standard condition would reduce or avoid potential adverse impacts on library services:</p> <p><i>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.</i></p>	No significant impact.
<i>Parks and Recreation</i>	<p>The following standard conditions would reduce or avoid potential adverse impacts on parks and recreation services:</p> <p><i>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.</i></p>	No significant impact.

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	<i>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.</i>	
<i>Governmental Services</i>	<p>The following standard condition would reduce or avoid potential adverse impacts on other governmental services:</p> <p><i>Standard Condition 4.11.12: Future development shall pay applicable fees for the processing of permits and other services needed by the project.</i></p>	No significant impact.
<p>Utilities – Future development under the proposed Amendment would require utility services and the extension of existing infrastructure systems to serve the 500 dwelling units. Coordination with utility agencies would ensure adequate and timely services and water and energy conservation and recycling programs would reduce total demands.</p>		
<i>Water Services</i>	<p>The following standard conditions would reduce or avoid potentially significant adverse impacts relating to water services:</p> <p><i>Standard Condition 4.12.1: Future 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:</i></p> <ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> • <i>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.</i> • <i>Prior to issuance of any building permit in the Project Area, required water system improvements shall be in place.</i> 	No significant impact.

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	<p>Standard Condition 4.12.2: Future 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>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.</p> <p>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.</p>	
Sewer Services	The following standard condition and mitigation measure would reduce or avoid potentially significant adverse impacts relating to sewer services:	No significant impact.

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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>Standard Condition 4.12.6: Future 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:</p> <ul style="list-style-type: none"> • 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. 	
<p>Storm Drainage</p>	<p>The following standard condition would reduce or avoid potentially significant adverse impacts relating to storm drainage:</p> <p>Standard Condition 4.12.7: Future 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:</p> <ul style="list-style-type: none"> • 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 	<p>No significant impact.</p>

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
Solid Waste Disposal	<p><i>shall be in place.</i></p> <p>The following standard conditions and mitigation measure would reduce or avoid potentially significant adverse impacts relating to solid waste disposal services:</p> <p><i>Standard Condition 4.12.8: Future 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.</i></p> <p><i>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.</i></p>	No significant impact.
Electrical Power	<p>The following standard conditions would reduce or avoid potentially significant adverse impacts relating to power services:</p> <p><i>Standard Condition 4.12.10: Future development shall coordinate with the SCE on power line extensions, undergrounding, and service connections to serve individual dwelling units and on-site facilities.</i></p> <p><i>Standard Condition 4.12.11: Future 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).</i></p>	No significant impact.
Natural Gas	<p>The following standard conditions would reduce or avoid potentially significant adverse impacts relating to gas services:</p> <p><i>Standard Condition 4.12.12: Future development shall coordinate with Sempra Utilities on gas line extensions and connections to serve individual dwelling units, buildings, and/or facilities on-site.</i></p> <p><i>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.</i></p>	No significant impact.

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>Standard Condition 4.12.14: <i>Project design and operations shall incorporate and implement those energy conservation measures as appropriate to conform to California Code of Regulations Title 24 requirements.</i></p>	
<p>Telephone and Cable</p>	<p>The following standard condition would reduce or avoid potentially significant adverse impacts relating to telephone and cable services:</p> <p>Standard Condition 4.12.15: <i>Future development shall coordinate with Verizon on telephone line extensions and with Time Warner for cable services needed to serve residential units on-site.</i></p>	<p>No significant impact.</p>
<p>Hazards and Human Health – Construction and maintenance activities for future development have the potential to utilize hazardous materials.</p> <p>Impact 4.13.1: <i>Asbestos and lead-based paint in the Guasti Market building may pose health risks to the construction crew and future users.</i></p> <p>Impact 4.13.2: <i>Future residential or commercial development would be exposed to safety hazards associated with moving trains on the adjacent railroad tracks.</i></p> <p>Impact 4.13.3: <i>Future residential or commercial development would be exposed to safety hazards associated with nearby jet fuel lines.</i></p> <p>Impact 4.13.4: <i>Future residential or commercial development could pose to safety hazards to aircraft operations at the Ontario International Airport.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potential adverse impacts:</p> <p>Standard Condition 4.13.1: <i>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.</i></p> <p>Standard Condition 4.13.2: <i>Future residential or commercial 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.</i></p> <p>Mitigation Measure 4.13.1 <i>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.</i></p> <p>Mitigation Measure 4.13.2: <i>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.</i></p> <p>Mitigation Measure 4.13.3a: <i>Habitable structures on the site shall be located a</i></p>	<p>No significant impact after mitigation.</p>

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>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.</i></p> <p><i>Mitigation Measure 4.13.3b: In order to protect the high-pressure jet fuel lines, future 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:</i></p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Shrubs, trees or shielding that would preclude aerial observation of the easement are not allowed, although seasonal crops are permitted.</i> • <i>No power poles or light standards shall be installed on the easement.</i> • <i>Irrigation equipment (i.e. backflow prevention devices, meters, valves, valve boxes, etc.) shall not be located on the easement.</i> • <i>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.</i> • <i>No blasting shall be allowed within 1,000 feet of the pipeline, unless permitted by Kinder Morgan.</i> • <i>Burning of trash and brush is not allowed within the easement.</i> • <i>A Kinder Morgan representative shall be on-site to observe any construction activities within ten (10) feet of the pipeline or aboveground appurtenance.</i> • <i>A Kinder Morgan representative shall monitor construction activities within 25 feet of the easement during and after the construction activities.</i> • <i>A Kinder Morgan representative shall do all line locating.</i> • <i>Foreign gas, water, electric, sewer and other utility lines may cross the jet fuel line, subject to the following:</i> <ul style="list-style-type: none"> - <i>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.</i> - <i>A minimum of two feet of vertical clearance is maintained between jet fuel line and the foreign pipeline.</i> - <i>Constant line elevations must be maintained across the easement width, except for gravity drain lines.</i> 	

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> - <i>Metallic foreign lines shall be coated with a suitable pipe coating for a distance of at least 10 feet of the crossing.</i> - <i>Electrical lines must be installed in a conduit and properly insulated.</i> - <i>Pipeline markers shall be installed to indicate the route of the foreign pipeline across the easement.</i> - <i>Cathodic protection test leads shall be installed at all crossings, as coordinated with those maintained by Kinder Morgan.</i> - <i>Pipeline trenches shall not remain exposed overnight and trenches shall be backfilled at the end of each day.</i> - <i>Temporary support shall be provided to prevent stresses or the settling of the jet fuel line during grading and excavation activities in the easement.</i> <p><i>Mitigation Measure 4.13.4: Future development shall be subject to review by the FAA for potential hazards to air navigation, which include, but are not limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Structures over 500 feet in height anywhere or over 200 feet within 3 miles of an airport;</i> • <i>An object that extends in FAA Part 77 surfaces;</i> • <i>Activities that create electrical interference with navigational signals or radio communication between the airport and aircraft;</i> • <i>Lighting which is difficult to distinguish from airport lighting;</i> • <i>Glare in the eyes of pilots using the airport;</i> • <i>Smoke or other impairments to visibility in the airport vicinity; and</i> • <i>Uses which attract birds and create bird strike hazards.</i> <p><i>Future development shall comply with the recommendations of the FAA to avoid obstructions to air navigation and prevent any significant adverse impacts.</i></p>	
<p>Visual Quality and Aesthetics– Future development under the proposed Amendment would change the visual quality of the project site. New sources of light and glare would also be created.</p>	<p>The following standard conditions and applicable mitigation measures in the previous EIRs would reduce or avoid potential adverse impacts on aesthetics and visual quality:</p> <p><i>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.</i></p>	<p>No significant impact after mitigation.</p>

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>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.</i></p> <p><i>Mitigation Measure 4.14.1: A separate irrigation system for trees shall be required to allow deep watering and encourage downward growth of roots.</i></p> <p><i>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.</i></p> <p><i>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</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	
<p>Greenhouse Gases and Climate Change – Future residential development under the proposed Amendment would generate greenhouse gases</p> <p>Impact 4.15.1: Greenhouse gas emissions</p>	<p>The following standard conditions and mitigation measures would reduce potential adverse impacts on climate change:</p> <p><i>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.</i></p>	<p>Impacts will remain significant even after mitigation.</p>

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p><i>from future residential development would contribute to climate change.</i></p> <p><i>Impact 4.15.2: Future residential development would not be consistent with all of the TOP GHG mitigation.</i></p>	<p><i>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:</i></p> <p><u><i>Site and Building Design</i></u></p> <ul style="list-style-type: none"> • <i>Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.</i> • <i>Reduce heat gain from pavement and other similar hardscaping.</i> • <i>Include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).</i> • <i>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.</i> • <i>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).</i> • <i>Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.</i> • <i>Establish standards that provide for pervious pavement options.</i> <p><u><i>Transportation</i></u></p> <ul style="list-style-type: none"> • <i>Promote increased utilization of public transit</i> • <i>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</i> • <i>Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</i> • <i>Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.</i> • <i>Add bicycle facilities to city streets and public spaces, where feasible.</i> • <i>Allow flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.</i> • <i>Provide continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.</i> • <i>Provide pedestrian connections in as many locations as possible to adjacent</i> 	

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><i>development, arterial streets, thoroughfares.</i></p> <ul style="list-style-type: none"> • <i>Encourage primary entrances to be pedestrian entrances, with automobile entrances and parking located to the rear.</i> • <i>Support development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.</i> • <i>Utilize street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.</i> • <i>Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.</i> <p><u>Energy Conservation</u></p> <ul style="list-style-type: none"> • <i>Construct new buildings to exceed current California Title 24 energy efficiency requirements by twenty (20) percent.</i> • <i>Maximize use of low pressure sodium and/or fluorescent lighting</i> • <i>Require acquisition of new appliances and equipment to meet Energy Star certification</i> • <i>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.</i> • <i>All new traffic lights installed shall be energy efficient traffic signals.</i> • <i>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.</i> • <i>Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future</i> <p><u>Urban Forestry</u></p> <ul style="list-style-type: none"> • <i>Participate in green waste collection and recycling programs for landscape maintenance</i> • <i>Encourage use of landscaping with low water requirements and fast growth.</i> <p><u>Water Conservation</u></p> <ul style="list-style-type: none"> • <i>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.</i> 	

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SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • <i>Include low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.</i> • <i>Remove obstacles to natural, drought tolerant landscaping and low-water landscaping.</i> • <i>Require planting drought-tolerant and native species, and cover exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.</i> <p><i>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.</i></p>	

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□ *Irreversible Environmental Changes*

Approval of the proposed Amendment to the Guasti Plaza Specific Plan would lead to future residential development on the project site, which would result in certain irreversible environmental changes. Primary resources that would be eliminated include the incremental loss of vacant land in the City of Ontario.

Future development would entail the commitment of energy and natural resources for construction and operation of residential land uses. This commitment of energy and natural resources and building materials would be commensurate with that of other development projects of similar size. Labor would be committed for the construction and rehabilitation of buildings along Pepper Tree Lane and the upgrading and maintenance of infrastructure systems and public facilities necessary to support the proposed development. Once constructed, use of the residential structures and historic buildings would entail a further commitment of energy resources in the form of diesel fuel and electricity. This commitment would be a long-term obligation, since the proposed structures are likely to have a useful life of 30 years or more.

Other environmental changes that would occur with the proposal include changes in surface soils and drainage patterns; removal of existing on-site vegetation, including habitat for plants and animals in the area; the introduction of landscaping materials; changes/rehabilitation of the existing historic structures; and changes in the visual quality of the site. Traffic, noise, pollutant emission generation and GHG emissions would also accompany future development, as will the demand for public services and utilities. These environmental changes would be mitigated by standard conditions and the recommended mitigation measures and are expected to be less than significant after mitigation, except for traffic, air quality, noise and GHG emissions. However, the unavoidable impacts on traffic, air quality, noise and GHG emissions are not irreversible. Irreversible changes and unavoidable impacts are discussed in Section 5.0, *Significant Irreversible Environmental Changes and Unavoidable Adverse Impacts*, of the SEIR.

□ *Cumulative Impacts*

As discussed in Section 6.0, *Cumulative Impacts*, of this SEIR, a number of development proposals have been planned or approved in the surrounding area during the preparation of this SEIR, which, together with the proposed Amendment, could lead to cumulative environmental impacts in the City and in the project area. A total of approximately 49 single-family homes, 722 condominiums, approximately 4.36 million square feet of commercial floor area, 7 hotels (with 1,186 rooms), 1.56 million square feet of industrial floor area, a natural gas fueling facility and a cellular tower are expected to be developed in the City of Ontario at the time of this report. Approximately 206,365 square feet of industrial floor area would be developed in the City of Rancho Cucamonga, northeast of the project site.

While the impacts of the proposed Amendment and these related projects may be individually insignificant, they could incrementally increase the magnitude of environmental changes in the project area on a number of issue areas (such as traffic, population and housing, land use, biological resources, air quality, noise, public service demands, and utility consumptions). Other impacts of individual development projects in the area are site-specific and project-specific (such as impacts on soils and geology, water and hydrology, cultural resources, and hazards and human health) and, thus, would have to be mitigated on a case-by-case basis so as to prevent significant cumulative impacts.

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Site-specific impacts would be addressed by mitigation for individual developments. Expansion of service and utility infrastructure capacities would meet increasing demands for public services and utilities in the project area. Cumulative impacts related to greenhouse gases (GHG) are expected, even with trip reduction, energy conservation, water conservation, and waste reduction project features and measures that are incorporated into future residential development. Due to the cumulative potential of GHG emissions to lead to global warming, the proposed Amendment would cumulatively contribute to significant adverse impacts.

□ *Growth-Inducing Impacts*

Growth-inducing effects are ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Projects that remove obstacles to population growth or tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects, are also considered to have growth-inducing impacts. Growth-inducing effects of the proposed Amendment are discussed in Section 7.0, *Growth-Inducing Impacts*, of this SEIR.

The amended Specific Plan would allow high-density residential development within the Specific Plan area and could induce residential growth in this section of the City and early development of the site, in response to the demand for multi-family housing in the City. In addition, the Specific Plan Amendment will add development standards for residential uses that are different than those found in the current Specific Plan and the City's Development Code. While the residential development standards are not necessarily less stringent than those of the City, they are more specific and detailed than what is contained in the City's Code. Thus, development of residential uses on the site could be induced by the proposed development standards in the Specific Plan.

Currently allowed office uses has not induced growth, as the Guasti Plaza Specific Plan area has remained underdeveloped for over 10 years since Specific Plan adoption and until the recent construction of office and retail buildings along the I-10 Freeway, with 4 other office buildings, 1 hotel and 2 parking structures approved under the Airport Towers Master Plan. The western section of the Specific Plan area has also been approved for the development of 970,000 square feet of office uses, 390,000 square feet of commercial/hotel uses, and 62,200 square feet of retail uses, along with the reuse of 4 historic structures. At the time the proposed Amendment is approved and permits are obtained for future residential development on the site, it is expected that development to the north and west of the site would have begun or would follow soon after. The proposed Amendment or future development on the site would not induce the development of these proposed projects in the area. Rather, these developments have influenced the proposed Specific Plan Amendment and are likely to induce future development on the site.

While there are vacant lands to the north and west of the site, these have been proposed for development. Only a vacant parcel to the northeast of the site remains undeveloped and unplanned. Future development under the proposed Specific Plan Amendment may induce the early development of this adjacent vacant land.

The construction of the internal and perimeter roadways as part of future residential development would improve access to areas north, east and west of the site. Redevelopment of parcel to the southeast of the site may also be induced by roadway improvements made as part of future development on the site.

The proposed Amendment would bring in residential uses consisting of 500 dwelling units with approximately 1,001 residents. Demand for goods and services generated by on-site residents could

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induce additional commercial development at nearby vacant areas. The proposed Specific Plan Amendment is expected to result in population growth that was not planned under the adopted Guasti Plaza Specific Plan. The increased population may result in more indirect growth in order to serve their needs than previously was forecast, such as in the area of retail and services. Existing and future commercial uses near the site are expected to meet the demand for goods and services generated by future residents of the site.

While the proposed Amendment and future development on the site would induce growth in the surrounding area, future development or redevelopment would be subject to review and approval by the City of Ontario and would include the necessary environmental clearance in accordance with CEQA. Environmental review for individual projects would ensure that potentially significant adverse impacts are identified and mitigated. Public utility and service providers would also need to determine if the additional growth associated with individual projects can be accommodated by existing or planned infrastructure improvements and the public services' and utility agencies' capabilities to meet demands. This review and approval of future developments by public agencies and service providers would ensure that adequate services and infrastructure are available to serve individual developments and that no land use conflicts are created. Mitigation measures, standard conditions, and conditions of approval imposed on development projects in the area are expected to avoid or reduce environmental impacts, which may be indirectly attributed to the proposed Amendment or future development under the Amendment. Thus, the growth-inducing impacts of the Amendment are not expected to result in significant adverse effects to the environment.

□ *Impacts Found Not To Be Significant*

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the SEIR. Impacts found not to be significant are presented in Section 8.0, *Impacts Found to be Insignificant*, of the SEIR. The discussion in this section is based on the findings of the Initial Study prepared for the proposal.

Based on the environmental analysis in the Initial Study, the proposed Amendment and future development under the Amendment would have no potential to cause significant adverse effects on mineral resources and agriculture and forest resources, since no mineral or agriculture and forest resources are present in or near the site.

□ *Project Alternatives*

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic project objectives, while reducing or avoiding potentially significant environmental effects, and to evaluate the comparative merits of the alternatives. Section 9.0, *Alternatives Analysis*, of this SEIR discusses potential alternatives to the proposed Amendment and evaluates their potential environmental impacts, as required by CEQA. These alternative development scenarios have been developed in accordance with the CEQA Guidelines and are directed at addressing alternative development scenarios, which have the potential to reduce or avoid potentially significant impacts associated with future development under the proposed Amendment to the Guasti Plaza Specific Plan.

The alternatives considered for the proposed Amendment include the following:

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- **No Project Alternative.** The No Project Alternative anticipates that no Specific Plan Amendment would be approved, and no residential, commercial or any other development would occur on the project site. The project site would remain in its existing condition, being largely vacant, except for a relocatable trailer used by the US Post Office. This alternative assumes that the existing conditions on the site would remain indefinitely.
- **Existing Specific Plan.** As a subset of the No Project Alternative, the Existing Specific Plan Alternative would not create an overlay designation that would allow residential development on the site, but future development would still be allowed in accordance with the adopted Guasti Plaza Specific Plan. The site is planned for 450,000 square feet of office uses in the current Specific Plan and the impacts of this development have been analyzed in the EIR for the Specific Plan and the EIR for the Guasti Redevelopment Plan. This development scenario would still be allowed under the proposed Specific Plan Amendment.
- **Lower Density Residential Alternative.** Under this alternative, an Amendment would be approved to create an overlay designation. However, the project site would only be developed with residential land uses under as a Specific Plan Amendment and at a lower density than proposed. This alternative seeks to reduce the potential impacts of the proposed Specific Plan Amendment that would be generated according to the size of proposed development. With a lower allowable density for residential development on the site, this alternative could reduce potential traffic, noise, air quality, public service and utility impacts. The proposal could be scaled down to allow 166 single-family homes, 261 apartment units, or 297 condominium units under SCAQMD's screening thresholds. Development of 261 multi-family units on the site is considered under this alternative, since the applicant proposes to initially develop a rental product for future conversion to condominiums.
- **Alternative Sites.** Under this alternative, vacant parcels in other areas of the City, which may accommodate the 500 residential units proposed for the overlay designation on the project site, are considered as potential alternative sites for the project. These include existing vacant sites in the northern and southern sections of the City, some of which have been proposed for residential and commercial developments under approved Specific Plans and tract maps. This alternative would move the demand-driven impacts of the proposal to other sites but would not reduce them. Also, the alternative sites present a different set of constraints to development or would lead to environmental impacts based on the presence of environmental resources at each site. Thus, they do not necessarily avoid or reduce the impacts associated with the proposed Amendment and future development on the site.
- ***Environmentally Superior Alternative***

CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify another environmentally superior alternative among the other alternatives.

Based on the comparative analysis of alternatives, as provided in Section 9.0 of this SEIR, the No Project Alternative could be considered superior because no new environmental impacts would be introduced to the area and the project site. However, the existing conditions at the site are not superior to the proposed Amendment. The site has been cleared and currently remains undeveloped with scattered boxed trees and utility lines and a relocatable trailer. Retaining the site in its vacant

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condition would not promote redevelopment of the site, as planned under the Guasti Plaza Specific Plan.

If existing conditions remain indefinitely, the proposed improvements on adjacent roadways would also not occur under this alternative, resulting in the permanent underdeveloped conditions of the site and roadway and infrastructure network within and adjacent to the site. This alternative would also not meet any of the project objectives for the comprehensive redevelopment of the site.

Aside from the No Project Alternative, the Lower Density Residential Alternative would also be considered environmentally superior. The Lower Density Residential Alternative would result in only 261 apartment units (239 dwelling units less than proposed in the Amendment). Thus, the Lower Density Residential Alternative would result in less impact than the proposed Amendment on the majority of the environmental issues: population and housing, transportation, air quality, noise, hydrology, utilities, public services and recreation, hazards and human health, aesthetics and GHG emissions. This alternative would have the same impacts as the proposed Amendment as it relates to land use, geology, biological resources, and cultural resources. Thus, the environmental impacts of this alternative would generally be less than the impacts associated with the proposed Amendment and the other alternatives. The Lower Density Residential Alternative would also reduce the number of residents exposed to diesel exhaust, noise, and hazards from the nearby freeway, railroad tracks, jet fuel lines, and airport operations.

However, the proposed Amendment would result in environmental impacts which could be avoided or reduced to less than significant levels by incorporation of the recommended mitigation measures, except for traffic, air quality and noise. The Lower Density Residential Alternative would reduce the impacts of the proposal through the reduction in dwelling units but would not reduce potential traffic impacts to below a level of insignificance until off-site roadway and intersection improvements are implemented by the City and adjacent developments, similar to the proposed Amendment. Pollutant emissions would be less but would still contribute to existing violations of air quality standards in the South Coast air basin. Also, major noise sources will remain the same, even if exposure will be confined to fewer residents. GHG emissions from this alternative would contribute to climate change, even if at reduced levels. Thus, the Lower Density Residential Alternative would not necessarily reduce these significant and adverse impacts and does not offer any specific environmental benefit over the proposed Amendment.

□ *Areas of Controversy / Issues to be Resolved*

A number of comment letters were received in response to the Notice of Preparation (NOP). Areas of controversy or issues that need to be addressed, as raised by comments made in response to the NOP, include:

- The Department of Transportation – Division of Aeronautics indicated that the proposal must not result in hazards to flight, such as; obstructions to the navigable airspace required for flight to, from, and around an airport; visual hazards associated with distracting lights, glare, and sources of smoke; and electronic hazards that may interfere with aircraft instruments or radio communication. The Department also indicated that a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration.

They stated that the Ontario International Airport is an economic asset that needs to be protected from incompatible land use encroachment. Airport staff, airport land use

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commissions and airport land use compatibility plans protect the airport and the people residing and working near an airport. Consideration to land use compatibility issues would relieve future conflicts, including airport-related noise and safety impacts and regional airport land use planning issues.

- The U.S. Department of Transportation – Federal Aviation Administration (FAA) indicated that it is necessary under Part 77 of the Federal Aviation Regulations to notify the FAA of any proposal which would exceed certain elevations with respect to the ground and neighboring airports. The FAA indicated that various construction activities and land alterations require notification of the FAA. Additionally, the FAA expressed the following comments:
 - The FAA must object to a residential development project that would place homes so close to the airport.
 - The drawings provided in the NOP do not portray the airport or airport runway layout in proximity to the proposed development other than a reference in the General Aviation section.
 - The residential development is located approximately three-quarters of a mile north of the Ontario Airport, with the proposed development lying adjacent to the approach and departure pattern of Runway 8L/26R.
 - The presence of residential units in proximity to and from the airport will, in all likelihood, generate complaints from homeowners, as well as engender hostility towards the airport.
 - The FAA recommends that the City choose zoning criteria for the property other than residential use will (*sic*) be compatible with the airport.
 - A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
 - The presence of residential units in close proximity to and adjacent to the approach and departure of the airport will in all likelihood generate noise complaints for homeowners for which the City must contend with. Additionally, within airport growth there is potential for noise levels to exceed the 65 dB CNEL level at the project site.
 - The City should be aware that residential neighborhoods affected by airport noise might create additional cost for the City associated with noise abatement measures that are adopted to mitigate noise created by close proximity to the airport.
 - Real estate disclosures should be developed advising homebuyers there's an airport that operates on a 24-hour basis next to the home that will have airport causing noise on the airport, during the approach and departure and in the airspace above the home.
 - The homeowner should be made to sign a covenant pledging not to litigate because the home is in an airport impact area.
 - The building code should require that the homes be built with noise insulation, acoustically treated windows, doors, and central heating and air conditioning.
 - The deed conveying the property should contain an aviation easement granting a right to make noise and exhaust in the airspace of the home.
 - Be aware that mitigation measures will not eliminate noise. Homeowners will still be exposed to noise because aircraft will continue to cause noise in the airspace above the homes.

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- The Morongo Band of Mission Indians indicated that if human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code 7050.5. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during the assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archeologist should contact the Morongo Band of Mission Indians (“Tribe”). If requested by the Tribe, the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition.
- The State of California Public Utilities Commission’s Rail Crossings Engineering Section recommends that the City include the mitigation measure of constructing continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers to the Union Pacific Railroad Company (UPRR) right-of-way, as the UPRR operates 42 freight trains and 1 passenger train a day at a maximum speed of 70 miles per hour on this track.
- The County of San Bernardino Department of Public Works wants a copy of the environmental document and any technical reports/studies that will be prepared for the project. The Department’s Solid Waste Division wants the EIR to address waste generation and impact on existing landfill capacity, requirements for construction and demolition debris, hazardous waste quantities and disposal, and availability of commercial waste haulers.
- The South Coast Air Quality Management District (SCAQMD) indicated that the City should use the District’s CEQA Air Quality Handbook or the California Air Resources Board approved URBEMIS 2007 Model in preparing the air quality analysis in the EIR. Air quality impacts from both construction and operation should be included, as well as direct and indirect, regional and localized impacts. A mobile health risk assessment and analysis of toxic air containment impacts may also be needed. Mitigation measures should be identified for any significant adverse impacts. Information sources are provided for reference.
- The Los Angeles World Airports (LAWA) expressed concern regarding the proposal to allow a new residential development so close to the LA/Ontario International Airport (ONT). LAWA said that the project site is within the 65 dB CNEL noise contour for ONT and that by the year 2030, this contour will likely expand. LAWA has requested that the costs and risks of allowing new residential uses in existing impacted areas should be carefully considered and that it is interested in reviewing the Draft Environmental Impact Report and its analysis on noise impacts on residential uses. LAWA has requested that the Draft EIR should include a discussion on the residential quality of life in the vicinity of the airport, including the use of open space; hazards from aircraft emissions; and impacts on air commerce, including growth in air cargo operations. LAWA emphasized the importance that both the FAA and Caltrans Division of Aeronautics be consulted regarding land use and safety issues. LAWA indicated that the FAA has recently changed instrument approach procedures at ONT and that these changes may impact land uses and height restrictions. LAWA requested that it be kept on the mailing list to receive all notices and documents.

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- Omnitrans has indicated that it supports the plan amendment to add residential units to the Guasti Plaza Specific Plan. Omnitrans requests project consideration regarding the Metro Gold Line extension and the California high-speed rail station, due to its fairly close proximity to future stations. Omnitrans' Route 61, located along Archibald Avenue, currently serves the project site and is the busiest route in the system. Increased transit services may be provided, if warranted. Omnitrans stated that bus turnouts are needed on the far side of New Guasti Road on Archibald Avenue (on both north and south-bound sides). Omnitrans requested bus stop amenities and a signalized pedestrian crosswalk be provided at the intersection of New Guasti Road and Archibald Avenue, to address passenger safety to and from the bus stops from the project site.

These comments to the NOP are addressed in appropriate sections of this SEIR.