

Section 4.2: Land Use and Planning

4.2.1 Environmental Setting

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

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

Existing Land Uses

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

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

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

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

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

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Adjacent Land Uses

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

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

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

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

Planned Land Uses

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

The Ontario Plan

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

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

Ontario Development Code

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

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

Guasti Plaza Specific Plan

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

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

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

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

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

Guasti Redevelopment Plan

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

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

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

Regional Plans

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2.2 Threshold of Significance

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

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

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

4.2.3 Environmental Impacts

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

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

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

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

The Ontario Plan

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

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

**TABLE 4.2-1
TOP CONSISTENCY**

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

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**TABLE 4.2-1
TOP CONSISTENCY**

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

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**TABLE 4.2-1
TOP CONSISTENCY**

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

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**TABLE 4.2-1
TOP CONSISTENCY**

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

Source: TOP, 2010.

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

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

Ontario Development Code

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

Guasti Plaza Specific Plan

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

Guasti Redevelopment Plan

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

Regional Plans

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 4.2: Land Use and Planning

4.2.4 Previous Analysis

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

Guasti Plaza Specific Plan EIR

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

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

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

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

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

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

Section 4.2: Land Use and Planning

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

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

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

Guasti Redevelopment Plan EIR

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

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

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

1. Loss of Farmland

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

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

2. Conversion of Farmland

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

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

Section 4.2: Land Use and Planning

4.2.5 Standard Conditions and Mitigation Measures

Standard Conditions

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

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

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

Mitigation Measures

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

4.2.6 Unavoidable Significant Adverse Impacts

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