

## **Chapter 2** Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

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As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered, but no adverse impacts were identified:

- Coastal Zone. There will be no effect to Coastal Zones because the project is not located near any coasts.
- Wild and Scenic Rivers. There will be no effect to Wild and Scenic Rivers because there are no rivers near the project footprint.
- Timberland. There are no timberlands located in or near the project footprint.
- This project is located outside of National Marine Fisheries Service (NMFS) jurisdiction; therefore, an NMFS species list is not required, and no effects to NMFS species are anticipated.

As a result, there is no further discussion about these issues in this document.

### **2.1 Human Environment**

#### **2.1.1 Land Use**

This section discusses impacts to land use as a result of implementation of the proposed project. The analysis is based on the results of the *Community Impact Assessment* (October 2016) prepared for this project. The discussions in this section related to land use are provided in the following three subsections:

- Existing and Future Land Use
- Consistency with State, Regional, and Local Plans and Programs
- Parks and Recreational Facilities

##### **2.1.1.1 Existing and Future Land Use**

This section addresses potential impacts to existing and planned land uses in the project area that could result from implementation of the project alternatives.

#### ***Affected Environment***

Existing land uses located immediately adjacent to the proposed project area were identified from west to east. The summary of existing land uses is based on City and

County of San Bernardino (County) planning documents, Google Earth Surveys, and windshield surveys conducted in 2015.

The Grove Avenue Corridor Project is located in the northwest portion of the city of Ontario. Residential neighborhoods dominate the land uses to the west of the project area, with commercial uses clustered at major intersections. Similarly, the eastern side of Grove Avenue is also dominated by residential land uses. To the north of the project area is an area of commercial development and a large drainage basin located adjacent to the southern side of I-10. Immediately south of 4<sup>th</sup> Street, Grove Avenue goes through the center of John Galvin Park. Grove Memorial Park is located along the eastern side of Grove Avenue between I Street and G Street. Business parks and light industrial uses are found on the southern end of the project area, and Ontario International Airport is located adjacent to the southeast corner of the project area. The Grove Avenue corridor is primarily built out, although there are some vacant parcels at the southern end of the corridor. Existing land uses within 0.5 mile of the project area are depicted in Figure 2.1.1-1. As shown in Table 2.1.1-1, medium-high density residential makes up most of the land uses found within 0.5 mile of the Grove Avenue corridor at approximately 45 percent. Ontario International Airport and vacant land are at approximately 12 and 11 percent, respectively.

**Table 2.1.1-1. Land Use within 0.5 Mile of the Project Corridor**

Land Use	Acreage	Percentage
Agriculture	4.48	0.3
Airports	171.79	11.6
Commercial	130.51	8.8
Educational Facilities	57.83	3.9
Industrial	89.10	6.0
Low Density Residential	19.34	1.3
Medium-High Density Residential	667.79	44.9
Office	18.81	1.3
Open Space & Recreation	60.23	4.1
Public Facilities	37.07	2.5
Transportation & Utilities	50.29	3.4
Under Construction	7.92	0.5
Vacant	156.56	10.5
Water & Floodways	14.01	0.9

Source: Parsons, SBCTA Existing Land Use, 2012.

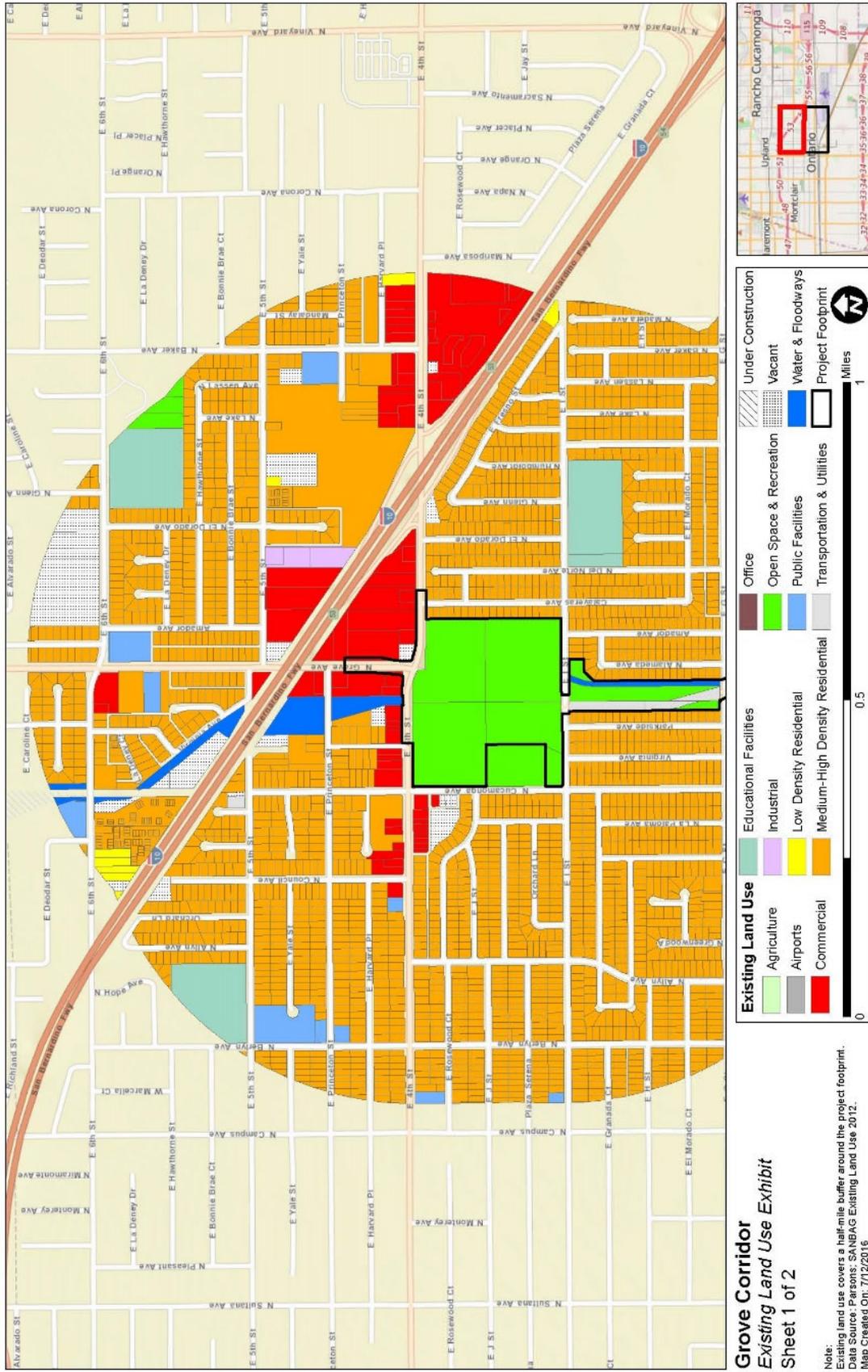


Figure 2.1.1-1. Existing Project Area Land Use (Sheet 1 of 2)

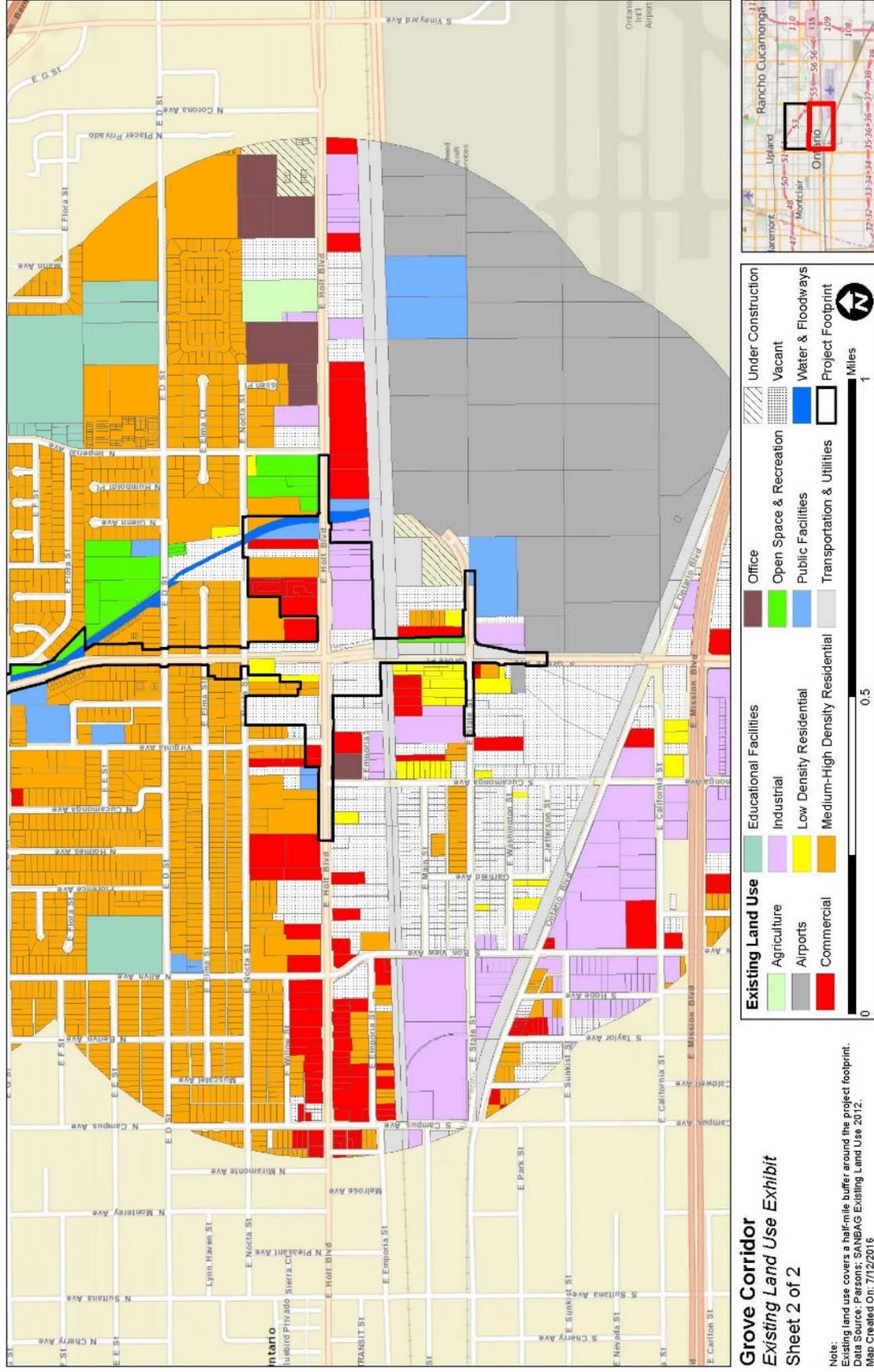


Figure 2.1.1-1-1. Existing Project Area Land Use (Sheet 2 of 2)

### Development Trends

Recent development trends in the Grove Avenue Corridor Project area have been primarily focused on land development projects. Table 2.1.1-2 and Figure 2.1.1-2 identify transportation and residential projects located within 5 miles of the proposed alignment and all other development located within 2 miles that may occur within 3 years of the proposed project implementation (2025). The search radius includes the cities of La Verne, Pomona, Claremont, Montclair, Chino, Ontario, Upland, Rancho Cucamonga, Fontana, Eastvale, and Jurupa Valley. The identified projects were used to analyze cumulative impacts of the proposed project. See Section 2.4 for the discussion of cumulative impacts.

**Table 2.1.1-2. Related Projects**

Project Name, Type, Status, and ID Number (Refer to Figure 2.1.1-1)	Project Description
<p><b>I-10 Corridor Project – ID Number 1</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• SBCTA and Caltrans project</li> <li>• Located in the cities of Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Bloomington, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa</li> <li>• Final environmental document approved in May 2017</li> </ul>	<p>The I-10 Corridor Project is proposed to improve safety and relieve traffic congestion on I-10, 0.4 mile west of White Avenue in Pomona at Post Mile 44.9 to just east/west of Live Oak Canyon Road in Yucaipa at Post Mile 37.0.</p>
<p><b>I-10/Grove Avenue Interchange Project – ID Number 2</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• City of Ontario project</li> <li>• Located in the city of Ontario</li> <li>• Currently in the preliminary engineering and environmental document phase</li> </ul>	<p>The I-10/Grove Avenue Interchange Project proposes to improve upon the operational deficiencies of the existing interchange and relieve traffic congestion to accommodate anticipated increases in automobile and truck traffic in the study area. Two build alternatives and one No Build Alternative are being considered.</p> <p>Build Alternative 1 proposes a new spread diamond interchange at Grove Avenue. Build Alternative 2 proposes a new partial cloverleaf interchange at Grove Avenue. The proposed build alternatives would require closure of the existing I-10/4<sup>th</sup> Street interchange. Improvements along Grove Avenue include widening the local street from four lanes to six lanes between the westbound ramps and 4<sup>th</sup> Street. Grove Avenue would taper back to four lanes north of the westbound ramps and tie in with the existing four-lane cross section before 6<sup>th</sup> Street. Improvements along 4<sup>th</sup> Street include widening the local street from two through lanes to four through lanes under I-10. Caltrans has jurisdiction of the development.</p>

**Table 2.1.1-2. Related Projects**

Project Name, Type, Status, and ID Number (Refer to Figure 2.1.1-1)	Project Description
<p><b>Omnitrans West Valley Connector – ID Number 19 – ID Number 3</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• Located in the cities of Fontana, Rancho Cucamonga, Ontario, Montclair, and Pomona</li> <li>• Omnitrans project</li> <li>• Currently in the preliminary engineering and environmental document phase</li> </ul>	<p>Omnitrans' West Valley Connector Corridor would provide mobility with a state-of-the-art bus transit system to accommodate the growing population and bus ridership demand and aim at connecting all major activity centers in the area. The transit system would focus on two transit services on the Holt Boulevard/Route 61 and Foothill Boulevard/Route 66 corridors. The build alternatives, Rapid Bus and Bus Rapid Transit, would decrease the wait time and increase effectiveness. Alternative 2, Rapid Bus, would limit stop service on mixed-flow lanes, and Bus Rapid Transit would limit stop service on 3.5 or 6.5 miles of dedicated lanes.</p>
<p><b>I-15 Corridor Improvement Project – ID Number 4</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• Located in the cities of Jurupa Valley, Eastvale, Norco, Corona, and Riverside</li> <li>• Riverside County Transportation Commission (RCTC) and Caltrans project</li> <li>• Environmental approval was obtained in May 2016</li> </ul>	<p>RCTC, in partnership with Caltrans District 8, is exploring improvements on a 14.6-mile-long segment of the I-15 corridor. The proposed project would include the addition of one to two Tolled Express Lanes in each direction from Cajalco Road, where it crosses I-15 in Corona, to just south of the I-15 and SR-60 interchange at Riverside Drive. This project has an estimated construction cost of \$415 million.</p>
<p><b>San Bernardino County Flood Control District's Master Stormwater System Maintenance Program (MSWMP)</b></p> <ul style="list-style-type: none"> <li>• Located within the San Bernardino County Flood Control District (SBCFCD) Jurisdiction</li> <li>• SBCFCD project</li> <li>• A Notice of Preparation of a Draft Environmental Impact Report (EIR) was circulated on June 30, 2014</li> </ul> <p>(The project is located throughout San Bernardino County and will apply to all Flood Control District Facilities. It is not shown in the Related Projects map.)</p>	<p>SBCFCD is proposing to implement a comprehensive program to prepare and implement a Maintenance Plan for maintenance of flood facilities throughout San Bernardino County. Types of routine operations and maintenance activities include, but are not limited to, removing excess sediment, debris, and vegetation; stockpiling excess material and debris following removal; maintaining sufficient flow paths; grooming/repairing earthen and improved channel slopes and bottoms; and maintaining culverts and bridges to ensure proper drainage and structural integrity.</p>
<p><b>Metro Gold Line Foothill Extension Construction Activity: Ontario Airport Extension – ID Number 5</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• Located in the cities of Montclair, Upland, and Ontario</li> <li>• Metro project</li> <li>• Funding for the Ontario Airport Extension has not been identified; project timeline is uncertain</li> <li>• Groundbreaking occurred in December 2017.</li> </ul>	<p>The Ontario Airport Extension would extend the Gold Line approximately 8 miles – from the TransCenter in Montclair, located just east of Monte Vista Avenue and north of Arrow Highway, to Ontario – and terminate the line at Ontario International Airport. Although not formally part of the Foothill Extension Project, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to the airport in 2008. The initial study concluded that extending the line was feasible and provided many potential route options.</p>

**Table 2.1.1-2. Related Projects**

Project Name, Type, Status, and ID Number (Refer to Figure 2.1.1-1)	Project Description
<p><b>College Park Specific Plan – ID Number 6</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in the city of Upland</li> <li>• City of Upland Housing Element – Specific Plan</li> <li>• To be implemented between 2013 and 2021</li> </ul>	<p>In 2004, the City of Upland adopted the College Park Specific Plan to encourage mixed-use development in southwest Upland and provide housing opportunities for the Claremont Colleges. The planning area includes 25 acres of residential land that can accommodate approximately 500 housing units. A total of 450 apartment units have been built. An additional 92 small-lot, detached single-family units are planned at a density of 10 units per acre. This Specific Plan area is composed of a residential development with a small commercial-retail component. The Specific Plan proposes 355 multi-family attached and 14 detached residential units. The area is bounded by Foothill Boulevard, Monte Vista Avenue, and west Arrow Route, just below Central Avenue.</p>
<p><b>Ontario Center Specific Plan – ID Number 7</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in the city of Ontario</li> <li>• City of Ontario Specific Plan</li> <li>• An amendment to the Ontario Specific Plan was approved in 2006</li> </ul>	<p>The Ontario Center site consists of approximately 88 acres of vacant land located at the northerly boundary of the eastern portion of Ontario, south of 4<sup>th</sup> Street, between Haven Avenue and Milliken Avenue, and less than 0.25 mile north of I-10. The Ontario Center will include urban commercial, urban residential, garden commercial, and open space elements.</p>
<p><b>Ontario Festival Specific Plan – ID Number 8</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in the city of Ontario</li> <li>• City of Ontario Specific Plan</li> <li>• Approved in 2012</li> </ul>	<p>The Ontario Festival Specific Plan is a comprehensive plan for the development of a planned residential site that could accommodate up to 472 dwelling units on approximately 37.6 acres. This project will be located along Inland Empire Boulevard between Archibald Avenue and Turner Avenue, just below Guasti Regional Park.</p>
<p><b>Meredith International Centre Specific Plan – ID Number 9</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in the city of Ontario</li> <li>• City of Ontario Specific Plan</li> <li>• An Initial Study was prepared for the project in 2014</li> </ul>	<p>The Meredith International Centre Specific Plan Amendment Project proposes a mix of industrial, commercial, and residential land uses on approximately 257 acres located in the southeast portion of Ontario within San Bernardino County. The site is generally located north of I-10, south of 4<sup>th</sup> Street, between Vineyard Avenue and Archibald Avenue. The project area is located in between the Southern Pacific Trail and west Arrow Route.</p>

**Table 2.1.1-2. Related Projects**

<b>Project Name, Type, Status, and ID Number (Refer to Figure 2.1.1-1)</b>	<b>Project Description</b>
<p><b>Guasti Plaza Specific Plan – ID Number 10</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in city of Ontario</li> <li>• City of Ontario Specific Plan</li> <li>• Updated in 2011</li> </ul>	<p>The Guasti Specific Plan (approved in 1997) was updated in 2011 with the addition of the Guasti Major Amendment No. 1 (GMA-1). The amendment would allow construction of residential units as an alternative to office use, called the Residential Overlay Zone. The Residential Overlay Zone is within the Guasti Specific Plan boundaries and, more specifically, bounded by Guasti Road in the north with Turner Avenue to the east and the proposed road, Via Biane, on the west. Pepper Tree Lane is south of the Residential Overlay Zone where the smaller historic buildings will be retained and/or relocated. The Residential Overlay Zone will consist of 7.6 acres. The residential units may be constructed at a density of 25 to 60 units per acre.</p>
<p><b>Omnitrans Route 290 – ID Number 11</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• Located in the cities of San Bernardino, Montclair, Colton, Ontario</li> <li>• Omnitrans project began in September 2015</li> </ul>	<p>Omnitrans is proposing to offer a second freeway express route that will connect Downtown San Bernardino with Arrowhead Regional Medical Center, Ontario Mills, and the Montclair Transit Center. The service is proposed to run as a peak morning and evening service. The proposed schedule for Route 290 is designed to maximize transfer potential to Foothill Transit’s SilverStreak in Montclair, Metrolink trains, and other Omnitrans routes.</p>
<p><b>SBCTA Ontario Airport Rail Access – ID Number 12</b></p> <ul style="list-style-type: none"> <li>• Transportation project</li> <li>• Located in the cities of Ontario, Rancho Cucamonga, and Upland</li> </ul>	<p>The Ontario Airport Rail Access project is designed to improve passenger access to public transportation, such as the three Metrolink stations within 5 miles from the airport. This project also aims to assist with anticipated future population growth in the area. An Ontario Airport Rail Access Study Report was completed in November 2014.</p>
<p><b>Mountain Village – ID Number 13</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in the city of Ontario</li> <li>• City of Ontario Specific Plan</li> <li>• Approved in 1997</li> </ul>	<p>The purpose of the Mountain Village Specific Plan is to use blighted parcels to build residential and commercial development consisting of four Development Districts: Entertainment District, Main Street District, Sixth Street District, and Residential District. The Residential District will contain single-family homes.</p> <p>The area is bound by I-10 and the city of Upland to the north, Colony Park to the south, single-family residences to the east, and single- and multi-family residences to the west.</p>
<p><b>Pomona Corridors SP – ID Number 14</b></p> <ul style="list-style-type: none"> <li>• Land development project</li> <li>• Located in the city of Pomona</li> <li>• City of Pomona Specific Plan</li> <li>• Public review draft issued in June 2013</li> </ul>	<p>The Pomona Corridors SP is designed to develop private and public investment activities along Garvey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard to promote the type of investment that will enhance the beauty and vitality of the city’s primary commercial corridors. The specific plan is composed of portions of Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors.</p>

Note: Information was collected from each project’s Web site in 2015.

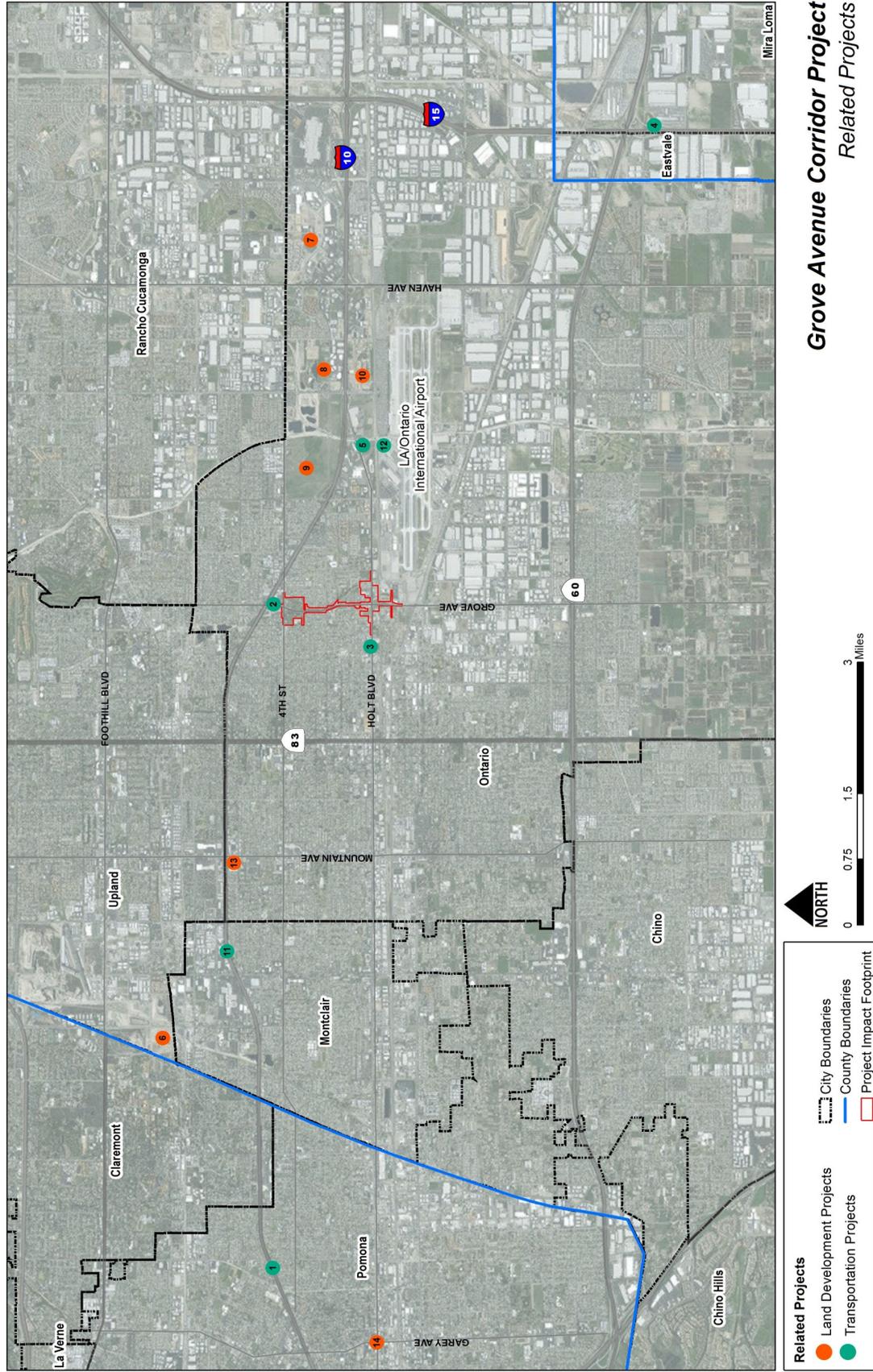


Figure 2.1.1-2. Related Projects

## Environmental Consequences

### ***No Build Alternative***

The No Build Alternative would maintain the current configuration of Grove Avenue. Under the No Build Alternative, the project would not be constructed, and no temporary or permanent impacts to existing land use would occur.

### ***Build Alternative (Proposed Project)***

#### ***Permanent Impacts***

The Build Alternative would result in permanent impacts to 87 parcels, including 84 acquisitions and 3 permanent easements. Property acquisitions associated with the Build Alternative would result in the conversion of 4.06 acres of existing land uses, such as residential, industrial, and public land, to transportation-related uses. See Section 2.1.4.2 for further discussion of parcel acquisitions and relocations. Table 2.1.1-3 shows the Build Alternative impacts to existing land use types.

**Table 2.1.1-3. Build Alternative Existing Land Use Impacts**

<b>Land Use</b>	<b>Permanent Impacts (acres)</b>	<b>Temporary Construction Easement Impacts (acres)</b>
Residential	2.03	0.34
Commercial/Office	0.01	0.11
Industrial	0.03	0.05
Vacant	1.25	0.25
Public Land	0.66	0.36
Railroad	0.00	0.08
Park or Recreational Facility	0.08	1.22
<b>Total</b>	<b>4.06</b>	<b>2.41</b>

Implementation of the Build Alternative would require permanent easements on three parcels: one parcel owned by Southern Pacific Transportation and two owned by the San Bernardino County Flood Control District (SBCFCD).

The conversion of 4.06 acres of various land uses, including just over 2 acres of residential uses, for transportation-related uses would not change the overall land use patterns in the area or influence or inhibit future land use development in the area. Grove Avenue would continue to function as a major transportation corridor surrounded by the same land uses as currently exist.

Permanent indirect impacts to land use patterns, such as changes to regional development and growth-related changes, are not anticipated with implementation of the Build Alternative. The area subject to ROW acquisition is urbanized, containing few vacant parcels that are available and/or entitled for development. The Build Alternative would not remove large tracts of land available for future development nor result in major land use changes; therefore, it would have a negligible effect on regional development patterns. Potential growth-related changes associated with the project are discussed in Section 2.1.3, Growth.

### ***Temporary Impacts***

Forty-seven (47) TCEs, totaling 2.41 acres, would be required to construct the proposed Build Alternative. Properties used as TCEs would maintain their existing land use during and after project construction.

In addition, access to businesses along Grove Avenue, 4<sup>th</sup> Street, and Holt Boulevard in the project area may be temporarily restricted or modified during construction due to TCEs. Access to businesses would be maintained at all times during construction, consistent with Section 7-1.03, Public Convenience of Caltrans' Standard Specifications (2018). Temporary impacts to access and circulation are discussed in further detail in Section 2.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities.

### **Avoidance, Minimization, and/or Mitigation Measures**

The project is generally consistent with current and future planned land uses as discussed in this section. The Build Alternative has been designed to avoid existing built land uses to the extent practicable while adhering to design and operational criteria to maintain a safe roadway. During final design, additional efforts will be explored to reduce the required project footprint and further minimize any construction and operational impacts to existing and planned land uses.

#### **2.1.1.2 Consistency with State, Regional, and Local Plans and Programs**

The following discussion describes the adopted plans within the project area and the goals, policies, or objectives of those plans that are applicable to this project. To ensure project consistency with local transportation and residential projects, the *Community Impact Assessment* (Chapter 2.1.1.1) reviewed transportation and residential projects located within 5 miles of the proposed alignment and all other development located within 2 miles. The search radius includes the cities of La Verne, Pomona, Claremont, Montclair, Chino, Ontario, Upland, Rancho Cucamonga, Fontana, Eastvale, and Jurupa

Valley. The list of related projects includes projects that may occur within 3 years of the proposed project implementation (2025). The identified projects were used to analyze cumulative impacts of the proposed project.

State law is the foundation for local planning in California. The California Government Code (Sections 65000 *et seq.*) contains many of the laws pertaining to the regulation of land uses by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. However, the State is seldom involved in local land use and development decisions; these have been delegated to the city councils and boards of supervisors of the individual cities and counties. Local decision makers adopt their own set of land use policies and regulations based on State laws.

SCAG is the largest Metropolitan Planning Organization (MPO) in the nation. The SCAG region includes six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. As the designated MPO, SCAG is mandated by federal and State law to research and develop an RTP, which now incorporates a Sustainable Communities Strategy (SCS) as well. SCAG is currently undertaking a variety of planning and policy initiatives to foster a more sustainable southern California.

SCAG develops long-term solutions for regional challenges such as transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the six-county region to develop plans and strategies. SCAG has developed strategies that specifically address the growth and transportation issues facing southern California. These plans include the Regional Comprehensive Plan (RCP) and the RTP/SCS, as mentioned above. The RCP presents the full body of planning and policy work produced by SCAG and ties it together.

The RTP/SCS is a comprehensive long-term transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the region. The RTP/SCS identifies major challenges, as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

In addition to the regional plans, State law requires that each city and county adopt a general plan containing the following seven components or elements: land use, circulation, housing, conservation, open space, noise, and safety (Government Code Sections 65300 *et seq.*). At the same time, each jurisdiction is free to adopt a wide variety of additional elements covering subjects of particular interest to that

jurisdiction, such as recreation, urban design, or public facilities. The local general plan can be described as the city or county's "blueprint" for future development.

Community plans and specific plans are often used by cities and counties to plan the future of a particular area at a finer level of detail than that provided by the general plan. A community plan is a portion of the local general plan focusing on the issues pertinent to a particular area or community within the city or county. It supplements the policies of the general plan. Specific plans describe allowable land uses, identify open space, and detail the availability of facilities and financing for a portion of the community. Specific plans must be consistent with the local general plan. A specific plan implements, but is not technically part of, the general plan.

The County and the City's General Plans were reviewed to understand the development trends, land use related goals, and specific policies of the local jurisdictions that could be affected by the proposed project. The land use, community design, open space, and/or mobility elements for each plan provided most of the goals or policies relevant to the proposed project.

The following sections discuss the regional, local, and General Plan policies relevant to the Grove Avenue Corridor Project.

## **Affected Environment**

### ***Regional Plans***

#### ***SCAG 2008 Regional Comprehensive Plan***

The SCAG RCP, adopted in 2008, provides a vision for the southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance, the RCP serves as a voluntary action plan with short-term guidance and strategic, long-term initiatives. The RCP complements SCAG's RTP/SCS, which is discussed in detail below.

#### ***SCAG Regional Transportation Plan/Sustainable Communities Strategy***

The 2012 RTP contains goals and policies that are pertinent to the proposed project, and the SCS is incorporated into the RTP, per Senate Bill (SB) 375. The SCS will demonstrate how the region will meet its greenhouse gas (GHG) reduction targets. The RTP/SCS's vision encompasses three principles that motivate southern California planning: mobility, economy, and sustainability.

### ***General Plans***

#### ***San Bernardino County General Plan (Adopted 2007, Amended 2014)***

San Bernardino County is bordered by Los Angeles County, Orange County, and Kern County on the west; the Colorado River and the states of Arizona and Nevada on the east; Riverside County on the south; and Inyo County and the southwest corner of Clark County, Nevada, on the north. San Bernardino County includes the following cities located within the proposed project area: Montclair, Upland, Ontario, and Rancho Cucamonga.

San Bernardino County, with a land area of 20,106 square miles, is the largest county in the continental United States. Although San Bernardino County is the largest county in the contiguous United States, the span of control of the Board of Supervisors over the entire county is limited. Federal and State agencies own and control most of the County lands, and only 15 percent of the total land area in San Bernardino County is regulated by the County Board of Supervisors.

The County identifies itself as a crossroads of global, multimodal transportation, and commerce, with an abundance of affordable land and a skilled workforce. It also recognizes its rural and urban amenities.

#### ***City of Ontario General Plan (2010)***

Ontario is comprised of approximately 50 square miles. It is bordered by unincorporated San Bernardino County, Montclair, Upland, Rancho Cucamonga, and Fontana to the north, and Chino and Riverside County to the south. Several highways run through the city limits, including I-10, I-15, and SR-60.

The vision of the Ontario General Plan, or the Ontario Policy Plan, includes goals and policies to create and maintain distinct neighborhoods and activity centers; encourage diverse residential uses; a mix of employment, retail, entertainment, community, and recreational services; and a world-class airport, which are connected through a unified mobility system.

### ***Specific Plans***

No Specific Plans were found to be located within or immediately adjacent to the proposed project alignment.

### **Environmental Consequences**

An evaluation of the proposed project's consistency with related plans and policies is presented in Table 2.1.1-4.

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<b>SCAG 2008 Regional Comprehensive Plan</b>			
<b>Land Use and Housing Chapter:</b> Focusing growth in existing and emerging centers and along major transportation corridors.	Consistent	Consistent	The Build Alternative would not induce growth because the proposed project would be built along an existing corridor and is consistent with existing and future plans.  The No Build Alternative would not induce growth because there would be no change to the existing land use development.
<b>Land Use and Housing Chapter:</b> Protecting important open space, environmentally sensitive areas (ESAs), and agricultural lands from development.	Consistent	<b>Inconsistent</b>	The Build Alternative would require acquisition of 0.06 acre of park space from Grove Memorial Park and John Galvin Park. The acquisitions make up less than 2.5 percent of each park. While acquisition of this space is not consistent with SCAG's goal of protecting open space, it is not anticipated to impair the use of recreational facilities and activities within this park. In addition, the Build Alternative would require temporary use of 0.68 acre through TCEs. Although TCEs would temporarily reduce the overall park areas during construction, it would not affect existing recreational activities, features, or attributes in the parks.  No open space, ESAs, or agricultural lands would be affected as a result of the No Build Alternative.
<b>Open Space and Habitat Chapter:</b> Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems.	Consistent	<b>Inconsistent</b>	No natural communities of concern were identified within the project area; however, trees and shrubs within the Biological Study Area (BSA) provide suitable habitat for nesting birds, including raptors, protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG Code). The Build Alternative would result in permanent unavoidable impacts to 174 trees. (Permanent impacts were determined if at least 50 percent of the tree occurred within the permanent impact area.) The Build Alternative is not consistent with this goal.

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
			No natural lands would be affected as a result of the No Build Alternative.
<b>Open Space and Habitat Chapter:</b> Conserving wildlife linkages as critical components of the region's open space infrastructure.	Consistent	Consistent	No wildlife linkages would be affected by either of the alternatives.
<b>Open Space and Habitat Chapter:</b> Coordinating transportation and open space to reduce transportation impacts to natural lands.	Consistent	<b>Inconsistent</b>	No natural communities of concern were identified within the project area; however, trees and shrubs within the BSA provide suitable habitat for nesting birds, including raptors, protected under the federal MBTA and CFG Code. The Build Alternative would result in permanent unavoidable impacts to 174 trees. (Permanent impacts were determined if at least 50 percent of the tree occurred within the permanent impact area.) The Build Alternative is not consistent with this goal.  No natural lands would be affected as a result of the No Build Alternative.
<b>Transportation Chapter:</b> A more efficient transportation system that reduces and better manages vehicle activity.	<b>Inconsistent</b>	Consistent	Proposed project improvements associated with the Build Alternative would result in a more efficient transportation system.  Under the No Build Alternative, traffic conditions would continue to worsen along Grove Avenue without implementation of the proposed improvements.
<b>Transportation Chapter:</b> A cleaner transportation system that minimizes air quality impacts and is energy efficient.	<b>Inconsistent</b>	Consistent	The Build Alternative would improve traffic flow along Grove Avenue, especially for trucks travelling from I-10 to Ontario International Airport. Increased throughput resulting from the proposed project would minimize air quality impacts and increase energy efficiency.  Under the No Build Alternative, traffic conditions would continue to worsen along Grove Avenue, thereby increasing air quality impacts and decreasing energy efficiency.

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<b>SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)</b>			
<b>Goal:</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Inconsistent</b>	Consistent	The Build Alternative would improve traffic flow and decrease congestion along Grove Avenue, thereby improving mobility and enhancing goods movement capabilities; therefore, it is consistent with this goal.  Under the No Build Alternative, traffic conditions would continue to worsen along Grove Avenue without implementation of the proposed improvements.
<b>Goal:</b> Ensure travel safety and reliability for all people and goods in the region.	<b>Inconsistent</b>	Consistent	The Build Alternative is anticipated to create a safer transportation corridor for automobile, truck, transit, or nonmotorized travel modes. In addition, the Build Alternative proposes improvements to pedestrian and bicycle facilities in the project area. Therefore, the Build Alternative is considered consistent with this goal  Under the No Build Alternative, no improvements for automobile, truck, transit, or nonmotorized travel modes would be constructed, thereby worsening safety and traffic conditions along Grove Avenue and the intersections within the project area. Therefore, the No Build Alternative is inconsistent with this policy.
<b>Goal:</b> Preserve and ensure a sustainable regional transportation system.	<b>Inconsistent</b>	Consistent	The proposed Build Alternative would improve operations on Grove Avenue and surrounding local streets. The proposed project is also anticipated to improve the regional transportation system by facilitating improved access between I-10 and Ontario International Airport. Traffic conditions on the existing Grove Avenue would continue to worsen without implementation of the Build Alternative; therefore, the Build Alternative is consistent with this goal.  Under the No Build Alternative, traffic conditions would continue to worsen without implementation of the proposed improvements.

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<b>Goal:</b> Maximize the productivity of our transportation system.	<b>Inconsistent</b>	Consistent	The proposed Build Alternative would improve traffic flow along Grove Avenue between I-10 and Ontario International Airport, thereby maximizing the productivity of the existing transportation system. Traffic conditions would continue to worsen under the No Build Alternative.
<b>Goal:</b> Actively encourage and create incentives for energy efficiency, where possible.	<b>Inconsistent</b>	Consistent	The proposed Build Alternative would improve traffic flow along Grove Avenue between I-10 and Ontario International Airport, thereby maximizing the productivity of the existing transportation system. Traffic conditions would continue to worsen under the No Build Alternative.
<b>Policy 2:</b> Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	<b>Inconsistent</b>	Consistent	The existing multimodal transportation system would continue to degrade without proposed project improvements, thereby diminishing safety, adequate maintenance, and efficiency.
<b>San Bernardino County General Plan</b>			
<b>Goal CI 1.</b> The County will provide a transportation system, including public transit, which is safe, functional, and convenient; meets the public's needs; and enhances the lifestyles of county residents.	Consistent	Consistent	The Build Alternative would not result in any permanent impacts to the County's public transportation system, but it would result in improved conditions within the project area. The No Build Alternative would not result in changes to the County's transportation system.
<b>Goal CI 2.</b> The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.	<b>Inconsistent</b>	Consistent	Coordination is ongoing between regional and local government agencies involved in the proposed project to improve traffic conditions on Grove Avenue and throughout the jurisdictions located near the project area. The No Build Alternative would not result in any traffic improvements to the corridor.

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<b>Policy CI 2.1.</b> Work with adjacent jurisdictions to minimize inconsistencies in existing and ultimate ROW and roadway capacity across jurisdictional boundaries.			
<b>Policy CI 2.2.</b> Coordinate financial plans for transportation system improvements with other agencies and jurisdictions in the county.			
<b>Policy CI 2.3.</b> Where appropriate, jointly fund studies and improvements to the transportation system, with cities and other public agencies and developers.	Inconsistent	Consistent	Study of the proposed Build Alternative is being conducted as part of a jointly funded project development approach using State and local funds.  The No Build Alternative would not result in jointly funded improvements; therefore, the No Build Alternative is not consistent with this policy.
<b>Policy CI 2.7.</b> Coordinate with Caltrans, SBCTA, SCAG, and other agencies regarding transportation system improvements in the County's Measure I and other adopted Capital Improvement Programs.	Consistent	Consistent	Coordination is ongoing between the City of Ontario, SBCTA, SCAG, and Caltrans to improve traffic conditions on Grove Avenue throughout the jurisdictions located in the project area.  If selected, the No Build Alternative would not result in any traffic improvements to Grove Avenue.
<b>Policy CI 2.8.</b> Continue to participate in SBCTA, which is the County's Transportation Commission and transportation planning coordinator for all local agencies in the County, and regularly attend meetings of SBCTA Plans and Programs Committee and Comprehensive Transportation Plan Technical Advisory Committee meetings to discuss planning items of mutual concern.			

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<b>Policy CI 2.10.</b> Identify important long-range transportation corridors, in conjunction with plans of regional transportation agencies (e.g., SCAG and SBCTA) to protect sufficient ROW for the development of long-range corridors.	Consistent	Consistent	The intent of this policy is to provide ROW for, and minimize ROW impacts of, transportation corridor projects planned by agencies. The Build Alternative is shown in circulation plans for the City of Ontario. As such, the proposed project is consistent with this policy.
<b>Goal CI 3.</b> The County will have a balance between different types of transportation modes, reducing dependency on the automobile and promoting public transit and alternate modes of transportation, in order to minimize the adverse impacts of automobile use on the environment.	<b>Inconsistent</b>	Consistent	The Build Alternative would improve bicycle and pedestrian connections through the project area along Grove Avenue. As such, the Build Alternative would incentivize nonmotorized trips.  The No Build Alternative would not construct nonmotorized improvements; therefore, it is inconsistent with this policy.
<b>Policy CI 3.1.</b> Encourage the reduction of automobile usage through various incentive programs.			
<b>Policy CI 4.5.</b> Coordinate with local and regional transportation agencies and cities to plan and construct new multi-modal transportation facilities on the basis of this General Plan that are consistent throughout the neighboring jurisdictions.	<b>Inconsistent</b>	Consistent	Coordination is ongoing between the City of Ontario, SBCTA, SCAG, and Caltrans to improve traffic conditions on Grove Avenue throughout the jurisdictions located in the project area.  If selected, the No Build Alternative would not result in any traffic improvements to Grove Avenue.
<b>Goal CI 5.</b> The County's road standards for major thoroughfares will complement the surrounding environment appropriate to each geographic region.	<b>Inconsistent</b>	Consistent	The Build Alternative would result in increased roadway capacity, as well as offer alternative travel options.  The No Build Alternative would not result in increased roadway capacity.
<b>Policy CI 5.2.</b> Protect and increase the designed roadway capacity of all vehicular thoroughfares and highways.			

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<p><b>Goal CI 6.</b> The County will encourage and promote greater use of nonmotorized means of personal transportation. The County will maintain and expand a system of trails for bicycles, pedestrians, and equestrians that will preserve and enhance the quality of life for residents and visitors.</p>	Inconsistent	Consistent	<p>New Americans with Disabilities Act (ADA)-compliant sidewalks would be constructed in Ontario as a result of the Build Alternative, thereby increasing opportunities for walking. The No Build Alternative would not construct new sidewalks.</p>
<p><b>Policy CI 6.1.</b> Require safe and efficient pedestrian and bicycle facilities in residential, commercial, industrial, and institutional developments to facilitate access to public and private facilities and to reduce vehicular trips. Install bicycle lanes and sidewalks on existing and future roadways, where appropriate and as funding is available.</p>			
<p><b>Goal CI 13.</b> The County will minimize impacts to stormwater quality in a manner that contributes to improvement of water quality and enhances environmental quality.</p>	Consistent	Consistent	<p>Best Management Practices (BMPs) would be incorporated into the Build Alternative design to comply with the County Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.</p> <p>No changes to stormwater would result from the No Build Alternative.</p>
<p><b>Policy CI 13.1.</b> Utilize site-design, source-control, and treatment control Best Management Practices (BMPs) on applicable projects, to achieve compliance with the County Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.</p>			

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<b>City of Ontario General Plan</b>			
<b>Goal M 2.</b> A system of trails and corridors that facilitates and encourages bicycling and walking.	<b>Inconsistent</b>	Consistent	<p>The Build Alternative would retain and improve upon existing pedestrian circulation routes. Currently, there is no pedestrian sidewalk on the west side of Grove Avenue between I Street and G Street. The Build Alternative would improve nonmotorized transportation by constructing a new sidewalk that connects an existing walkway with Grove Memorial Park. Additionally, pedestrian sidewalks along the project corridor would include a landscaped median between traffic and pedestrians to enhance safety. There would also be a design element that provides a pedestrian connection across the West Cucamonga Channel to an existing trail leading to James Galanis Park. All sidewalks constructed under the Build Alternative would be ADA-compliant. The project would also design Grove Avenue to include a new Class III bikeway in conformance with SBCTA's Non-Motorized Transportation Plan 2014. The Build Alternative is consistent with these goals and policies.</p> <p>The No Build Alternative would not result in improved sidewalks or bikeways; therefore, it is inconsistent with this goal.</p>
<b>Policy M 2-1. Bikeway Plan.</b> We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connects residential areas, businesses, schools, parks, and other key destination points.			
<b>Policy M 2-2. Bicycle System.</b> We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.			
<b>Policy M 2-3. Pedestrian Walkways.</b> We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.			
<b>Goal M 4-2. Regional Participation.</b> We work with regional and subregional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently and minimize negative environmental impacts.	<b>Inconsistent</b>	Consistent	<p>The Build Alternative would improve traffic flow and decrease congestion along the corridor, thereby improving mobility and enhancing goods movement capabilities. Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project.</p> <p>The No Build Alternative would not improve mobility or goods movement capabilities.</p>

**Table 2.1.1-4. Consistency with Plans and Policies**

Goal/Policy	Project Consistent with Plan, Goal, Objective or Policy		Consistency Analysis
	No Build Alternative	Build Alternative	
<p><b>Goal CD 1-4. Transportation Corridors.</b> We will enhance our major transportation corridors within the city through landscape, hardscape, signage, and lighting.</p>	Consistent	Consistent	<p>The Build Alternative would include landscaping that would be included in the project design to minimize visual impacts (e.g., replacement tree plantings; pavers). Adequate street lighting and signage would be maintained or enhanced.</p> <p>No changes to the aesthetic quality of the city would result from the No Build Alternative.</p>

Sources: SCAG; County of San Bernardino; City of Ontario, and Parsons, 2015.

***No Build Alternative***

The No Build Alternative would maintain the current configuration of Grove Avenue. Under the No Build Alternative, no improvements would be constructed. As identified in Table 2.1.1-4, the No Build Alternative is inconsistent with various goals and policies of the local and regional plans. Some of the goals and policies the No Build Alternative is inconsistent with include improving travel safety and reliability for all people and goods; accommodating pedestrians and motorists; and improving intersection capacity. The No Build Alternative would not create a more efficient transportation system. Under the No Build Alternative, traffic conditions would continue to worsen along the existing Grove Avenue. This continual degradation of the transportation network would result in increased air quality impacts, energy usage, and other negative externalities that are not consistent with the goals to improve to mobility, economy, and sustainability.

***Build Alternative (Proposed Project)***

This section summarizes the consistency of the Build Alternative with existing plans and policies.

**SCAG.** The Build Alternative is consistent with SCAG’s 2008 RCP because it does not induce additional growth; rather, the Build Alternative would include roadway improvements along an existing transportation corridor and is consistent with existing and future plans. The Build Alternative would also improve the efficiency of the current transportation system, subsequently leading to improved traffic flow and increased energy efficiency. However, the Build Alternative would require permanent removal of 0.12 acre of open space parkland and removal of approximately 174 trees, actions

that are not consistent with the SCAG RCP policies promoting the protection of open space and natural resources. These minor inconsistencies are less than significant.

The Build Alternative is consistent with the SCAG RTP/SCS. The Build Alternative would help decrease congestion, improve safety, and maximize the productivity of the transportation system. The project would support land use and growth patterns that facilitate transit and nonmotorized transportation, further contributing to a more sustainable community and region.

Consistent with the SCAG Sustainability Planning Program growth management framework, the Build Alternative would improve mobility and sustainability in the project area through transportation investments.

**City and County General Plans.** The purpose of the proposed project is to alleviate existing and anticipated future congestion along Grove Avenue between 4<sup>th</sup> Street and Airport Drive; improve traffic operations and mobility to and from Ontario International Airport and the existing and future cargo hub facilities near Grove Avenue and Holt Boulevard; and provide route continuity along Grove Avenue to conform with the City's General Plan Circulation Element, which identifies Grove Avenue as a six-lane principal arterial. The Build Alternative is generally consistent with the County General Plan and City General Plan described above. These plans anticipate growth within the project area and have adopted goals and policies to reduce congestion.

The Build Alternative would support continued economic vitality of the surrounding communities by improving conditions for the movement of goods and people. In addition, the Build Alternative would enhance public safety through improved driving conditions and enhanced environmental conditions through an improvement in traffic mobility and accessibility.

### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance and minimization measures for the proposed project to reduce impacts associated with inconsistencies to SCAG's 2008 RCP have been identified for other resource areas. Minimization Measure LU-3 reduces the impacts to parks, and Minimization Measures VA-2 and NC-1 reduce the impacts associated with the loss of trees.

#### **2.1.1.3 Parks and Recreational Facilities**

The information in this section is from the *Community Impact Assessment* (October 2016) and the *De Minimis* Impact Determination (September 2016) prepared for this

project. The project area for parks and recreational facilities includes those resources within a 0.5-mile radius of the project.

**Regulatory Setting**

This project would affect facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). The Park Preservation Act prohibits local and State agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the parkland and any park facilities on that land.

**Affected Environment**

Five public parks and recreational areas are located within 0.5 mile of the existing Grove Avenue corridor and are considered Section 4(f) resources. Section 4(f) resources include any publicly owned public park, recreational area, or wildlife or waterfowl refuge or any publicly or privately owned historic site. See Appendix A for further evaluation of Section 4(f) resources.

Table 2.1.1-5 lists the parks and recreational areas within the project area, and Figure 2.1.1-3 displays their locations in relation to the proposed project.

**Table 2.1.1-5. Parks and Recreational Resources within the Study Area**

Property Name	Location	Current Ownership	Facilities
James Galanis Park	1259 E. D Street Ontario, CA 91764	City of Ontario	5.10 acres; turf area – multiuse
Veterans Memorial Park	1259 E. D Street Ontario, CA 91764	City of Ontario	8.90 acres; community center; restrooms; tot lot; basketball courts; picnic tables; barbecues; soccer, football, softball fields; pedestrian/bike paths; drinking fountains
Grove Memorial Park	800 Block of Grove Avenue Ontario, CA 91764	City of Ontario	<u>Western Portion:</u> 0.48 acre; two benches; horseshoe-shaped walking path <u>Eastern Portion:</u> 3.84 acres; standard curb for pedestrians
John Galvin Park	900 Block of Grove Avenue Ontario, CA 91764	City of Ontario	<u>Western Portion:</u> 19.71 acres; baseball field; tennis courts; playgrounds; horseshoe pits; picnic shelters and BBQs <u>Eastern Portion:</u> 15.23 acres; Jay Littleton Ballpark; two additional baseball fields; picnic shelters and BBQs; basketball courts
Vineyard Neighborhood Park	1530 E. 6 <sup>th</sup> Street Ontario, CA 91764	City of Ontario	9.60 acres; pool; restrooms; tot lot; basketball courts; picnic tables; barbecues; turf area/ multiuse; benches; drinking fountains

Source: Section 4(f) Evaluation Grove Avenue Corridor Project, Parsons, 2016.

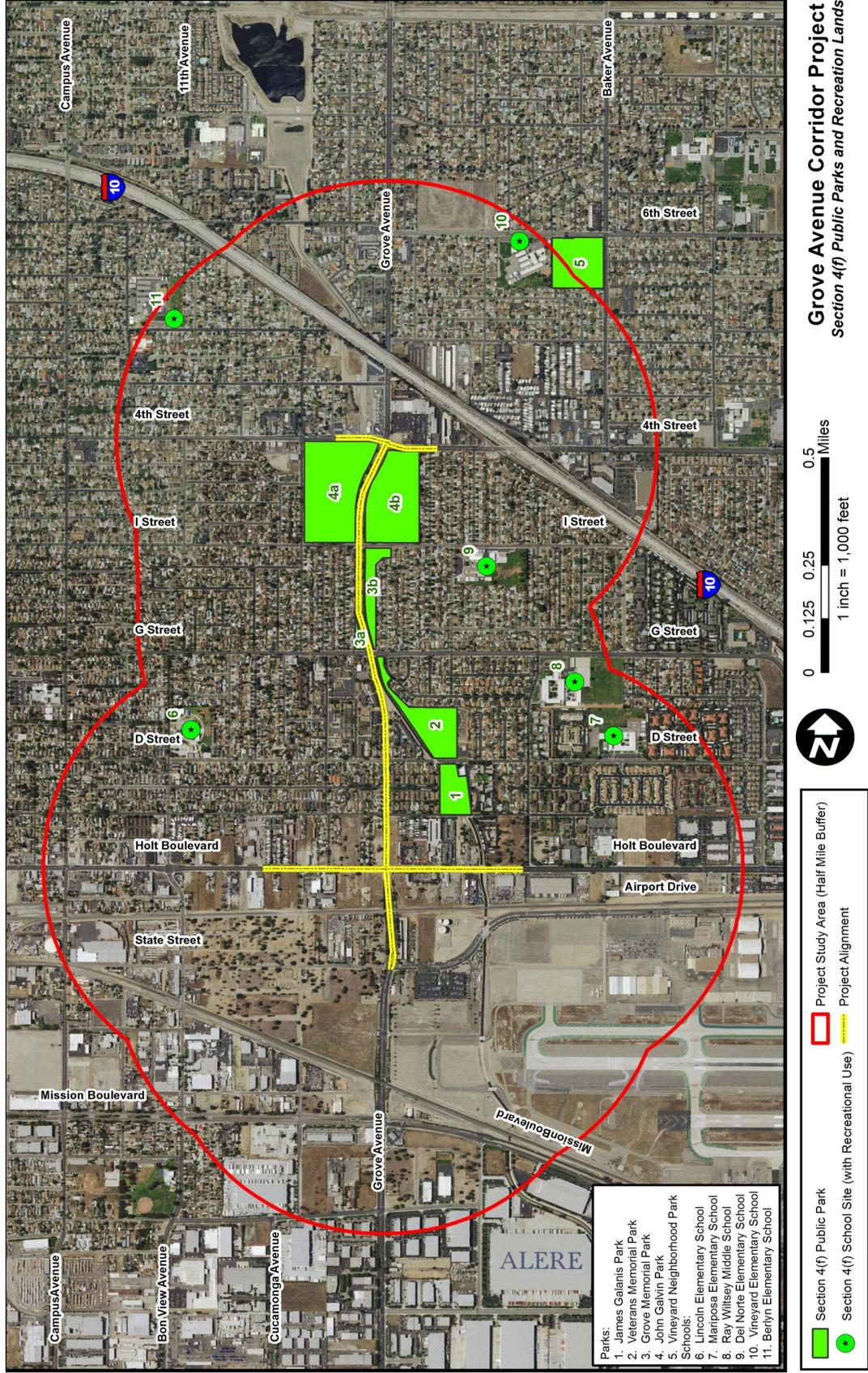


Figure 2.1.1-3. Section 4(f) Public Parks and Recreation Lands

## **Environmental Consequences**

An evaluation of potential impacts to recreational resources associated with each alternative is presented below.

### ***No Build Alternative***

The No Build Alternative would maintain the current configuration of Grove Avenue in the project area. Under the No Build Alternative, the project would not be constructed, and no impacts to parks and recreational facilities would occur.

### ***Build Alternative (Proposed Project)***

#### ***Permanent Impacts***

**Grove Memorial Park.** The Build Alternative would require acquisition of 0.06 acre (2,393 square feet) of Grove Memorial Park on both sides of Grove Avenue, which represents approximately 1.3 percent of the park's pre-project acreage.

Along the western portion of Grove Memorial Park, acquisition would be necessary to accommodate a modified curb return and a connection with the proposed new sidewalk, which would connect this side of the park with John Galvin Park 0.2 mile to the north. With construction of a new sidewalk connection between I Street and G Street, the Build Alternative would help increase access to this section of the park and would provide improved pedestrian connectivity between Grove Memorial Park and John Galvin Park.

Along the eastern portion of Grove Memorial Park, partial acquisition would be necessary to extend the covered portion of the existing West Cucamonga Creek concrete channel. Given that this park has no active use areas, this minor acquisition of parkland is not anticipated to impair recreational values of the park.

The permanent acquisitions described above would not adversely affect any of the recreational activities, features, or attributes within either portion of Grove Memorial Park and are considered less than significant. Although the acquisition area would minimally reduce the overall size of the park, it would not inhibit existing recreational activities within the park. In fact, given that this park is primarily used by walkers and joggers, improving pedestrian connectivity along the western side of Grove Avenue with a new sidewalk would help to increase its utility for neighborhood residents.

**John Galvin Park.** The Build Alternative would require acquisition of 0.06 acre (2,304 square feet) of John Galvin Park. This area of acquisition makes up 0.2 percent of the park's pre-project acreage.

On the western portion of John Galvin Park, partial acquisition would be necessary to accommodate two curb returns and widening of the 4<sup>th</sup> Street Culvert. In addition, the Build Alternative proposes permanent removal of approximately 40 parking spaces that are currently available for users of the western portion of John Galvin Park in the Grove Avenue and 4<sup>th</sup> Street parking lot. Although these parking spaces are within the Grove Avenue ROW and not technically within the John Galvin Park boundaries, the impacted parking spaces are currently accessible to park users and are perceived as belonging to the park. As part of the project, the remnant parking lot would be reconfigured to maintain as many parking spots at this location as possible. A secondary parking lot in the eastern portion of the park and ample on-street parking are available in the immediate vicinity of the western portion of John Galvin Park. In addition, many users of this portion of the park are local residents who generally walk to the park, as observed during field studies at the site. Finally, given that the western section of John Galvin Park does not have facilities for organized sports or other large events, it is highly unlikely that the proposed permanent removal of parking spaces would impair usage of this section of the park.

At the eastern portion of John Galvin Park, partial acquisition would be necessary to accommodate two curb returns at 4<sup>th</sup> Street and I Street.

No permanent impacts to the parking lot in the eastern portion of John Galvin Park are proposed. Access to the parking lot and the total number of parking spaces available would remain the same after project construction. Implementation of the Build Alternative would not result in a significant increase in use of the existing parks in the corridor, nor would it necessitate the need for construction of new parks.

### *Temporary Impacts*

**Grove Memorial Park.** Under the Build Alternative, a 0.46-acre TCE would be required at Grove Memorial Park to allow construction of curb returns and new sidewalks on both sides of Grove Avenue, and to extend the covered portion of the existing West Cucamonga Creek concrete channel. Although this TCE would temporarily reduce the overall park area during construction, it would not affect existing recreational activities, features, or attributes in the park. Pedestrian connectivity along Grove Avenue through Grove Memorial Park would be maintained at all times during project construction.

Vehicular and pedestrian access to Grove Memorial Park would be maintained at all times during construction and operation of the Build Alternative.

**John Galvin Park.** Under the Build Alternative, a 0.20-acre TCE would be required at John Galvin Park to allow construction of curb returns and sidewalks. Although the temporary TCEs would temporarily reduce the overall park area available to users during construction, the proposed TCEs would not affect existing recreational activities, features, or attributes in the park. The areas proposed as TCEs are landscaped areas at the edge of the western and eastern sections of John Galvin Park and, as such, are not used for recreational purposes. Furthermore, pedestrian access along Grove Avenue through John Galvin Park would be maintained at all times during project construction.

Visual impacts at both parks during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb the park's existing landscape aesthetic. Temporarily disturbed areas would be returned to pre-project conditions once construction is completed.

#### ***Indirect Impacts***

Street closures and slower travel times due to construction on Grove Avenue near John Galvin Park and Grove Memorial Park are not anticipated to inhibit existing recreational activities within the parks; therefore, the project would not result in any indirect impacts.

#### ***Avoidance, Minimization, and/or Mitigation Measures***

The following minimization measures were identified for the proposed project. Further details are identified in the Section 4(f) *De Minimis* Impact Determination report (see Appendix A).

- LU-1:** Turf grass and rock curbs will be replaced in TCE areas within Grove Memorial Park to match pre-project conditions in consultation with the property owner (City) during and at completion of construction.
- LU-2:** Turf grass and rock curbs will be replaced in TCE areas within John Galvin Park to match pre-project conditions in consultation with the property owner (City) during and at completion of construction.
- LU-3:** The remnant parking lot on the west side of John Galvin Park will be reconfigured to maintain as many parking spots at this location as possible.

## **2.1.2 Farmlands**

Within the project corridor, agriculture land faces continuing conversion pressures from urbanization, foreign competition, and rising production costs for agricultural producers; therefore, the conversion of agricultural land to nonagricultural uses represents an important environmental concern requiring appropriate consideration as part of this environmental analysis. This section identifies applicable federal, State, and local policies regarding agricultural resources, summarizes existing agricultural conditions in the study area, and identifies potential impacts for the Build Alternative.

### **2.1.2.1 Regulatory Setting**

NEPA and the Farmland Protection Policy Act (FPPA) (7 U.S.C. 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

CEQA requires the review of projects that would convert Williamson Act contract land to nonagricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

### **2.1.2.2 Affected Environment**

This section provides a summary of existing agricultural conditions in the study area and identifies applicable federal, State, and local policies regarding agricultural resources. The study area for farmlands for the Grove Avenue Corridor Project is a 1-mile buffer from the project limits. This study area is consistent with the study area requirements for the NRCS analysis of farmland impacts.

#### ***Farmland Designations and Existing Agricultural Uses***

##### ***Farmland Mapping and Monitoring Program Agricultural Land Designations***

Pursuant to California Government Code, Section 65570, the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) reports biannually on the conversion of farmland and grazing land, and it compiles important farmland maps and datasets for each county in the state. The farmland maps incorporate data from the United States Department of Agriculture (USDA) NRCS soil survey and current county land use information. Maps and statistics are produced every 2 years

using a process that integrates aerial photo interpretation, field mapping, computerized mapping, and public review. The FMMP maps and datasets categorize land use into nine different mapping categories to describe farmland and nonagricultural uses, as described below:

1. **Prime Farmland:** Prime Farmland is land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.
2. **Farmland of Statewide Importance:** Farmland of Statewide Importance is land other than Prime Farmland that has a good combination of physical and chemical characteristics for the production of crops. It must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.
3. **Unique Farmland:** Unique Farmland is land that does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that has been used for the production of specific high-economic-value crops at some time during the 4 years prior to the mapping date. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers. It does not include publicly owned lands for which there is an adopted policy preventing agriculture use.
4. **Farmland of Local Importance:** Farmland of Local Importance is either currently producing crops, has the capability of production, or is used for the production of confined livestock. Farmland of Local Importance is land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. This land may be important to the local economy due to its productivity or value. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.
5. **Grazing Land:** Grazing Land is land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. The minimum mapping unit for Grazing Land is 40 acres. Grazing Land

does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. It also does not include heavily brushed, timbered, excessively steep, or rocky lands that restrict the access and movement of livestock, rural residential land, or publicly owned land for which there is an adopted policy preventing agricultural use.

6. **Urban and Built-Up Land:** Urban and Built-Up Land is used for residential, industrial, commercial, construction, institutional, public administrative process, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes. Highways, railroads, and other transportation facilities are mapped as part of Urban and Built-Up Land if they are part of the surrounding urban area.
7. **Other Land:** Land that does not meet the criteria of any other category is designated as Other Land. Typical uses include low-density rural development, heavily forested land, mined land, or government land with restrictions on use.
8. **Water:** Water areas with an extent of at least 40 acres are designated Water.
9. **Area Not Mapped:** Areas that fall outside of the NRCS soil survey are designated Area Not Mapped.

### *Existing Agricultural Uses*

Agricultural production in the study area is extremely limited due to existing and proposed dense urban and suburban development.

As shown in Table 2.1.2-1, 4.3 acres (0.1 percent of the total study area) of Farmland of Statewide Importance are located within 1 mile of the Grove Avenue Corridor Project. The remaining 99.9 percent of land in the study area is comprised of urban and built-up land, and other nonagricultural land use categories. No other farmland categories were found within the study area. Per correspondence with the City of Ontario Planning Department, there are no parcels with Williamson Act contracts located within the study area.<sup>3</sup>

**Table 2.1.2-1. FMMP Lands in the Project Study Area**

Land Mapping Category	Total Acres within the Study Area	% of Total Study Area Acres
Prime Farmland	0	0
Farmland of Statewide Importance	4.30	0.11
Unique Farmland	0	0

<sup>3</sup> Based on correspondence with Richard Ayala, Senior Planner for the City of Ontario in May 2015.

**Table 2.1.2-1. FMMP Lands in the Project Study Area**

Land Mapping Category	Total Acres within the Study Area	% of Total Study Area Acres
Farmland of Local Importance	0	0
Grazing Land	0	0
Urban and Built-Up Land	3,920.78	99.04
Other Land	33.54	0.85
Outside of Survey Boundary/Data not Available	0	0
Total Acres within the Study Area	3,958.62	100

Source: *Farmland Mapping and Monitoring Program, State of California DOC, 2010.*

### 2.1.2.3 Environmental Consequences

An evaluation of potential impacts to farmlands for each alternative is presented below.

#### **No Build Alternative**

The No Build Alternative would maintain the current configuration of Grove Avenue in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to farmlands or timberlands would occur.

#### **Build Alternative (Proposed Project)**

##### *Permanent Impacts*

While 4.3 acres of Farmland of Statewide Importance exist within the 1-mile study area, this land is located approximately 1 mile south of the southern project limits. Additionally, this land is not currently used for agricultural purposes. No farmlands occur within or immediately adjacent to the proposed improvements along the Grove Avenue corridor; therefore, no permanent impacts to farmlands would occur as a result of the Build Alternative.

##### *Temporary Impacts*

While 4.3 acres of Farmland of Statewide Importance exist within 1 mile of the study area, no farmlands occur within or immediately adjacent to the proposed improvements along the Grove Avenue corridor; therefore, no temporary impacts to farmlands would occur as a result of the Build Alternative.

### 2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are warranted because there are no impacts to farmlands or timberlands.

### **2.1.3 Growth**

Analysis of the potential growth-inducing impacts of the proposed project is based on demographic information from the 2010 United States Census data and the SCAG 2012–2035 RTP growth forecasts for the city of Ontario and San Bernardino County.

#### **2.1.3.1 Regulatory Setting**

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with NEPA, require evaluation of the potential environmental effects of all proposed federal activities and programs. This includes a requirement to examine indirect effects that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 CFR 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project’s potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents “...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...”

#### **2.1.3.2 Affected Environment**

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or projections made by regional planning agencies. Significant growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Different transportation projects influence growth to different degrees and in different ways, and the guidance for evaluation of growth-related impacts uses a two-phase approach. The first phase, called “first-cut screening,” is designed to figure out the likely growth potential effect and whether further analysis of the issue is necessary.

The first-cut screening involves examining a variety of interrelated factors to answer the following questions:

- To what extent would travel times, travel cost, or accessibility to employment, shopping, or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?
- To what extent would change in accessibility affect growth or land use change—its location, rate, type, or amount?
- To what extent would resources of concern be affected by this growth or land use change?

This section discusses whether the proposed Grove Avenue Corridor Project improvements would result in unforeseen direct, indirect, or secondary growth, or would otherwise influence population growth. This discussion is based on guidance from the Caltrans Standard Environmental Reference (SER) and the Guidance for Growth-Related Indirect Impact Analyses (May 2006). There are many factors that may affect the amount, location, and rate of growth in the region of a project. Such factors include:

- Market demand for housing, employment, and commercial services;
- Desirability of the climate and living or working environment;
- Strength of the local employment and commercial economy;
- Availability of other roadway improvements;
- Availability of other services and infrastructure (e.g., schools, water); and
- Land use and growth management policies of the local jurisdictions.

Factors affecting growth and its effects tend to be regional and specific in nature; therefore, this analysis presents information about the larger region (San Bernardino County) and the jurisdiction containing the study area (City of Ontario).

The project area, as well as all of southern California, has experienced dramatic growth in the last 30 years, and this trend is expected to continue. During the past several decades, the SCAG region, including Orange, Imperial, Riverside, San Bernardino, Los Angeles, and Ventura counties, has been one of the fastest-growing regions in the nation. Between 1950 and 1970, the population doubled in size, growing at a rate of 5 percent per year. Between 1980 and 1990, the region's population grew by more than 25 percent, to 14.6 million. Between 1990 and 2000, the region's population grew by

nearly 15 percent, to 16.5 million. Additional population and employment growth within the study area is expected to take place through the natural increase and redevelopment of existing land uses or infill development of vacant parcels. Land uses within the project area are already established, with limited opportunity for new unplanned large-scale development.

A comparison of the SCAG population, household, and employment estimates and the annual average growth rates between 2008 and 2035 for the City of Ontario; San Bernardino and Los Angeles counties; and the SCAG region is provided in Table 2.1.3-1.

**Table 2.1.3-1. Annual Average Growth Rate**

Jurisdiction	Population 2008-2035	Households 2008-2035	Employment 2008-2035
SCAG	0.9	1.0	0.8
San Bernardino County	1.3	1.5	1.9
City of Ontario	3.3	3.5	3.2

Source: SCAG, *Regional Growth Forecasts, 2012-2035*  
<http://www.scaq.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>.

According to the SCAG forecasts, the city of Ontario is projected to increase at a faster rate than San Bernardino County and the overall SCAG region. The projected growth shown includes future approved development as discussed in Section 2.1.1, Land Use. Due to the lack of undeveloped private vacant land in the project area, there are limited opportunities for large-scale new development to occur.

### **2.1.3.3 Environmental Consequences**

An evaluation of potential growth-related impacts associated with each alternative is presented below.

#### *No Build Alternative*

Under the No Build Alternative, no modifications to the existing Grove Avenue corridor would occur. By not providing any improvements along the existing corridor, the No Build Alternative is not consistent with the regional mobility goals of the City, nor would it meet the goals and objectives of the SCAG RTP. These regional planning documents anticipate the growth planned within the local jurisdictions within San Bernardino County and respond to this projected growth. Implementation of the No Build Alternative would have no influence on the level of growth within the city of Ontario. Ontario is predominantly built out, with limited area available for development

or redevelopment; and because the No Build Alternative is making no changes to existing land use patterns or transportation infrastructure, it would not influence the amount, location, and/or distribution of growth or housing and jobs in the local cities and unincorporated areas within the project area. Existing congestion and traffic conditions would remain along Grove Avenue and would continue in the future under the No Build Alternative.

### ***Build Alternative (Proposed Project)***

The “first-cut screening” was conducted to determine what influence construction of the Build Alternative might have on growth and development in the project area. This screening evaluated the following:

- The project’s potential to change accessibility;
- How, if at all, the project type and location, as well as growth pressure, could influence growth in the area; and
- Whether resources of concern would be affected by project growth or land use change.

### ***Potential Change to Accessibility***

The Build Alternative proposes to widen Grove Avenue to alleviate existing congestion and accommodate future traffic; improve mobility to and from Ontario International Airport; and provide route continuity along Grove Avenue to conform with the City of Ontario General Plan Circulation Element. Because Grove Avenue is already utilized as an established north-south travel route in the cities of Ontario and Rancho Cucamonga, the Build Alternative is not anticipated to significantly alter travel patterns, locally or regionally. The proposed Build Alternative would not change points of accessibility to undeveloped land or provide new access to the area.

The Build Alternative is intended to facilitate improved connectivity to the I-10 corridor from the local transportation network and Ontario International Airport. The Build Alternative is not anticipated to accommodate additional traffic beyond what is currently projected with or without the project.

### ***Project Factors’ Influence on Growth***

The Build Alternative is not a trip generator and would not influence growth. The proposed improvements along Grove Avenue would accommodate existing and future growth associated with the development identified in the regional and local plans, including the SCAG RCP, SCAG RTP, and City of Ontario General Plan. The location, timing, and level of future growth in the area would depend on the availability of certain

types of infrastructure/services (e.g., water, sanitary sewers, and schools). Accommodating critical future infrastructure is addressed by individual jurisdictions and agencies providing these services to existing and future development, and their availability would affect the location, level, and timing of future development regardless of the proposed project. Because the proposed transportation improvements accommodate existing and planned future development, the proposed project would not have potential for stimulating the location, rate, timing, or amount of growth locally or regionally. Furthermore, because the project area and immediate vicinity is generally built-out, there are very few open areas available to create new housing.

In addition, the Build Alternative would not remove an impediment to growth because the proposed project would not provide an entirely new public facility; rather, the Build Alternative includes capacity improvements along an existing corridor to respond to expected traffic demand and to improve operations. The proposed project is a response to address the existing and future development trends near Grove Avenue and Holt Boulevard. A primary purpose of the proposed project would be to accommodate the anticipated growth in automobile and truck traffic along Grove Avenue between I-10 and Ontario International Airport. As discussed in Section 2.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, the average growth of traffic volumes at the study area intersections between existing and opening year 2025 is approximately 2 percent per year. Between opening year 2025 and horizon year 2045, the average traffic volume at the study area intersections is anticipated to grow approximately 1 percent per year.

### ***Reasonable Foreseeable Growth Potential***

As noted above, the Build Alternative would facilitate the improved mobility for future conditions and would not directly or indirectly result in project-related growth or influence growth locally or regionally. In terms of foreseeable impacts to resources of concern, the proposed Build Alternative would not affect resources of concern (e.g., utilities, population, and housing) because land use development within the project area is controlled by local jurisdictions. Service providers also regularly evaluate growth trends and provide required infrastructure upgrades as needed.

### ***Conclusion***

This “first-cut screening” analysis demonstrates that the Build Alternative would not change access or influence growth but would instead facilitate improved mobility to the regional transportation system from the local transportation network. The Build Alternative would provide improved mobility and safety along the existing Grove

Avenue corridor. Resources of concern would not be affected because the Build Alternative is not growth inducing and would not result in reasonably foreseeable growth. Based on the analysis above, the proposed project would not require further analysis of growth-related impacts.

#### **2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures**

The proposed project is not growth-inducing, and no further analysis of growth-related impacts is required. The potential for unplanned development is limited given the built-out nature of the project area and entitlement status of existing vacant land. Therefore, no avoidance, minimization, and/or mitigation measures are required.