Chapter 3 California Environmental Quality Act (CEQA) Evaluation

3.1 Determining Significance under the California Environmental Quality Act

The Grove Avenue Corridor Project (proposed project or project) is subject to federal, as well as City and State environmental review requirements because the City proposes the use of federal funds from FHWA and/or the project requires an approval from FHWA. Project documentation, therefore, has been prepared in compliance with CEQA and NEPA. The City is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "<u>significant effect on the environment</u>" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of <u>mandatory findings of significance</u>, which also require preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of the Build Alternative (preferred alternative or proposed project) and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical and biological factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as BMPs and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 Aesthetics

The City has not established significance thresholds for use in evaluating the proposed project's visual impacts; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

CEQA Significance Determinations for Aesthetics

a) <u>No Impact</u>

The proposed project would not result in impacts to scenic vistas and would not provide new sources of glare. The evaluation of this resource is provided in Section 2.1.7.3, Environmental Consequences.

b, c, d) <u>Less than Significant Impact</u>

The project would be located in an urbanized area. The proposed project would require removal of mature trees at John Galvin Park, as well as parkway trees along Grove Avenue. The removal of trees could, in the short term, increase light trespass from streetlights along the widened road into adjacent neighborhoods. It is anticipated that this effect would be reduced over time as the newly planted trees in the new parkway strips grow; however, it would be many years before the new trees reach the stature to achieve the previously existing character along Grove Avenue. Given the number of trees in the project area (484 trees within the BSA) to the number that are being removed/replanted (174 trees to be removed and replaced at a 2:1 ratio or 348 replacement trees), an increase in the number of trees in the BSA would occur with the project.

In addition, the new, widened corridor is not anticipated to create any new sources of glare because no glass or mirrored surfaces are proposed. The existing roadway is already lit with 41 streetlights (excluding traffic signal lights or lights on traffic signal poles that would remain in place), of which 34 would be removed and replaced with 76

new streetlights, for a total of 83 streetlights along the corridor. Streetlight poles would be located near the curb, with arms extending out and lights directed downward into travel lanes as part of the new configuration. Distance (i.e., width of sidewalks and parkways and yard setbacks) and obstructions (i.e., parkway trees and property walls) would reduce lighting levels at the adjacent residences. Also, while the increased number of vehicles on the widened roadway would add to vehicle headlights that may pose nighttime glare to adjacent properties, there are existing property walls and proposed soundwalls that would block light trespass into the adjacent residential uses. Thus, impacts would be less than significant.

Overall, the new widened roadway is not anticipated to change the overall visual character or quality of the corridor. While the widened pavement section would detract from existing views, the addition of planted medians, preserving as much of the existing trees in the corridor as feasible, and the addition of new street tree plantings would have the overall effect of maintaining the existing character and quality.

3.2.2 Agriculture and Forest Resources

The City has not established significance thresholds for use in evaluating the proposed project's impact to agricultural and forest resources; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

CEQA Significance Determinations for Agriculture and Forest Resources

a, b, c, d, e) <u>No Impact</u>

The proposed project would not result in impacts to agricultural or forest resources because none are in the project footprint.

3.2.3 Air Quality

The City has not established significance thresholds for use in evaluating the proposed project's air quality impacts; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

CEQA Significance Determinations for Air Quality

a, d) <u>No Impact</u>

The evaluation of this resource is provided in Section 2.2.6, Air Quality. The proposed project would not conflict with or obstruct implementation of the SCAQMD 2016 AQMP because it is consistent with the 2012-2035 and 2016-40 RTP/SCS and the 2015 RTIP and 2019 FTIP.

The project is intended to alleviate existing and anticipated congestion along Grove Avenue, and Section 2.1.6 states that the average delays are forecast to significantly improve with implementation of the Build Alternative (proposed project). As discussed in Section 2.2.6, there would be no increase in VMT from no-build and build conditions. Thus, the associated vehicle emissions are expected to decrease due to decreased congestion and improved traffic flows. Table 2.2.6-4 in Section 2.2.6 also shows that the project would result in decreased 1-hour and 8-hour CO concentrations and would not exceed state and federal standards for CO. As shown in Table 2.2.6-7, predicted PM emission levels are also projected to trend lower from existing to the future years 2025 and 2045 under the No Build and Build Alternatives. As such, operation of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Results from the CO hot-spot modeling analysis demonstrate that under the Build Alternative, CO concentrations are expected to remain generally unchanged and are below the 1-hour and 8-hour NAAQS of 35 ppm and 9 ppm, respectively. The project would not contribute to a violation of CO standards; therefore, local CO project-level transportation conformity requirements would be satisfied. In addition, predicted PM emission levels trend lower from existing to the future no-build years 2025 and 2045. The project provides further reductions in PM emissions by enhancing traffic flow and reducing the wait time at signalized intersections, minimizing brake use and tire wear under the Build Alternative. It is anticipated that the project would not worsen existing air quality, cause an exceedance, or cause any new violations of the $PM_{2.5}$ and PM_{10} standards. PM project-level transportation conformity requirements are satisfied.

Furthermore, the project was incorporated in the conforming Interim 2015 FTIP; therefore, it is anticipated that the project would not worsen existing air quality, or cause an exceedance, or cause any new violations of the O_3 standards.

Operation of the project would not be a significant source of offensive odors. Any odors generated from the corridor after implementation of the project would be similar in nature to odors that would be generated from the corridor in the absence of the project. A site visit determined that there were no unusual or objectionable odors detected from nearby onsite or offsite land uses; therefore, the project is not anticipated to cause or substantially contribute to odor impacts. In addition, the City prepared a Health Risk Assessment (Appendix F) in accordance with CEQA guidelines.

b, c) <u>Less Than Significant</u>

The proposed project would result in temporary air quality impacts during construction, with estimated pollutant emissions provided in Table 3-1 (also see Section 2.2.6, Air Quality). During construction, the project would generate pollutants, such as hydrocarbons (ROG), NO_X, CO, and suspended PM. Construction activities of the project would include limited excavation, grading, hauling, and various other activities needed to construct the project.

Project construction emissions were estimated with the *Road Construction Emissions Model* (Version 9.0, Sacramento Metropolitan Air Quality Management District, May 2018). The results are presented below in Table 3-1.

Table 3-1: Construction Emissions Estimates

Parameter	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_X	CO_2e
Peak Day Construction Emissions (lb/day)	4.7	44.7	45.7	16.9	4.9	0.1	9,910
Total Construction Emissions (tons/year)	0.43	4.33	4.16	1.86	0.51	0.01	929
SCAQMD Mass Daily Thresholds (lb/day)	75	550	100	150	55	150	NA
Project Exceeds Threshold?	No	No	No	No	No	No	NA
SCAQMD Localized Significance Threshold	NA	1,232	170	6	5	NA	NA
Project Exceeds Threshold?	NA	No	No	**Yes**	No	NA	NA

Notes: lb – pound; ROG – reactive organic compounds; CO – carbon monoxide; NO_X – nitrogen oxides; PM_{10} – particulate matter less than 10 microns; $PM_{2.5}$ – particular matter less than 2.5 microns; SO_X – sulfur oxides; CO_2e – carbon dioxide equivalent. LSTs are for Source-Receptor Area (SRA) 33 for a source-receptor distance of 25 meters.

As shown in Table 3-1, the project's daily emissions during construction would not exceed SCAQMD's Mass Daily Thresholds; therefore, they are not regionally

significant. Except for PM_{10} emissions, the project's daily emissions during construction would also not exceed the relevant Localized Significance Thresholds (LST). Project PM_{10} emissions, however, would substantially exceed its LST. Dust and odors at some residences very close to the ROW could cause occasional annoyance and complaints; however, implementation of Standard Conditions SC-CI-21 and SC-CI-22, which includes an extensive list of air quality control measures, would reduce PM_{10} emissions during construction. Impacts would be temporary and considered less than significant.

Other individual projects in the Basin may be under construction simultaneously with the project. Depending on construction schedules and implementation of other projects in the region, fugitive dust and pollutant emissions generated during construction may result in substantial short-term increases in air pollutants. This would contribute to short-term cumulative air quality impacts; however, implementation of construction BACMs during site grading activities would reduce fugitive dust emissions to a level that is considered minor. In addition, the City prepared a Health Risk Assessment (Appendix F) in accordance with CEQA guidelines.

3.2.4 Biological Resources

The City has not established significance thresholds for use in evaluating the proposed project's impact to biological resources; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

CEQA Significance Determinations for Biological Resources

a) <u>Less Than Significant with Mitigation Incorporated</u>

The removal and/or trimming of trees and shrubs along the corridor could result in impacts to nesting birds in violation of the MBTA and CFG Code. Implementation of Mitigation Measure AS-1 would reduce potentially significant impacts on nesting birds and raptors to less than significant levels because this measure includes guidelines on vegetation clearing, survey dates, and buffers. General biological surveys confirmed that the entire BSA is composed of developed land. No sensitive habitats, natural communities, special-status plant species, or special-status wildlife species have potential to occur within the BSA due to lack of suitable habitat.

b, d, f) <u>No Impact</u>

The Jurisdictional Delineation Letter Report for the project identifies 1.76 acres of jurisdictional waters of the U.S. and State in the West Cucamonga Channel. The channel is concrete-lined and abiotic, and it does not support riparian vegetation. As

such, the channel is not considered as wetland. No impacts to wetlands, riparian habitat, or other sensitive natural community would occur with the project.

No regional habitats and natural communities of special concern are known to occur on or within 1 mile of the BSA. Also, there is no habitat conservation plan or natural community conservation plan that is applicable to Grove Avenue or the surrounding area. Thus, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The proposed project would not interfere substantially with the movement of any wildlife species because the project does not have any wildlife corridors in its project footprint.

Two special-status plant species have been reported within 1 mile of the BSA between 1905 and 1917. Based on the current developed condition and lack of suitable habitat within the BSA, regional species of concern are not likely to occur within the BSA; thus, the proposed project would not result in impacts to special-status plant species.

c, e) <u>Less Than Significant</u>

The proposed project would result in temporary impacts to approximately 0.46 acre of nonwetland Waters of the U.S. The proposed project would not impact wetlands. The affected jurisdictional features would be restored to their approximate original contours and conditions and would not result in permanent loss of jurisdictional acreage, functionality, or value.

The City of Ontario, California Municipal Code, Volume II, Title 10 (Parks and Recreation), Chapter 2 (Parkway Trees), Sections 10-2 *et seq.* provides provisions for the protection of "Parkway Trees." Section 10-2.03(e) states "Parkway" shall mean that portion of any public street ROW between the ROW boundary line and the curb line, and also the area enclosed within the curb lines of a median divider. Section 10-2.03(g) states "Tree" shall mean plant materials having a single upright woody stem or trunk, maturing at a height in excess of 10 feet. The City keeps a list of parkway trees. Pursuant to Section 10-2.06, the City requires approval and removal permits for parkway trees to be removed. To remove a parkway tree, it must meet criteria set forth by the City. The project would result in permanent unavoidable impacts to approximately 174 trees, of which 122 are parkway trees. This number includes tree trimming, as well as tree removals. As dictated by the municipal code, no person shall remove or relocate any parkway tree without prior authorization from the Public Works

Agency of the City. Tree removal by the project would require approval from the City, and replacement trees would be provided at a 2:1 ratio (or 348 replacement trees). Thus, no conflict with the City's parkway tree policy would occur, and impacts would be less than significant.

3.2.5 Cultural Resources

The City has not established significance thresholds for use in evaluating the proposed project's impact to cultural resources; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

CEQA Significance Determinations for Cultural Resources

a, b, c) <u>No Impact</u>

The proposed project would not result in impacts to any cultural resources because no NRHP-eligible archaeological resources were identified during the survey for the current project, the literature and records search did not reveal any known archaeological sites within a 1-mile radius, and the NAHC sacred lands file search did not reveal any results. Additionally, as a result of the cultural studies completed for this project, the APE contains one historic property that was determined eligible for listing in the NRHP and two additional historical resources for the purposes of CEQA only, as defined by CEQA Section 21084.1. Although Jay Littleton Ballpark is a historic property eligible for listing in the NRHP, the project improvements do not infringe on the physical aspects of any portion of the ballpark, and potential indirect effects to the ballpark would be minimal. The Fountain Winery and Cucamonga Valley Wine Company and Distillery are local historical resources, but the project would not require acquisition of any of these resources, and there are no project improvements proposed

that would physically impact or alter these buildings or properties. As a result, the project would not affect the qualities of historical and architectural significance that qualify these buildings as local historical resources. No historic properties would be affected as a result of the proposed project's construction or operation.

Lastly, the project is not expected to disturb any human remains. See Minimization Measures CR-1 and CR-2 in Section 2.1.8.4, Avoidance, Minimization, and/ or Mitigation Measures, and CI-1 in Section 3.3.1 for the minimization of impacts due to any inadvertent discoveries. Standard Conditions SC-CI-6 and SC-CI-7 would also be implemented.

3.2.6 Energy

The City has not established significance thresholds for use in evaluating the proposed project's impact to energy; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

CEQA Significance Determinations for Energy

a, b) <u>Less than Significant</u>

As discussed in Section 2.2.8.2 , transportation fuel demand in California is expected to increase over time. However, the increase in the number of travel lanes on Grove Avenue would result in reductions in traffic congestion at the project intersections and the improvement of LOS, even with projected increases in the number of vehicles on Grove Avenue. Also, a slight decrease in VMT from the no-build to build conditions in 2025 and 2045 would occur with the project. This would translate into more efficient energy consumption and higher energy savings for vehicles traveling on Grove Avenue. Construction and future maintenance activities for the project would require energy sources, but this demand would be short-term and minimal. The project would

also comply with idling restrictions during construction, use reclaimed water for irrigation and energy-efficient lighting for streetlights, and use energy and fuel-efficient fleets and zero-emission technologies for vehicles during construction, where possible. The energy savings from operation of the Build Alternative would offset the potential energy impacts generated from construction of the project and maintenance of the improved facility. Thus, energy use during construction, operation, and maintenance of the project would not be wasteful, inefficient, or unnecessary, and no conflict with a renewable energy or energy efficiency plan would occur. Impacts related to energy would be less than significant.

3.2.7 Geology and Soils

The City has not established significance thresholds for use in evaluating the proposed project's geology-related impacts; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

CEQA Significance Determinations for Geology and Soils

a i, ii, iii, iv, b c, d, e) <u>No Impact</u>

The site is not located in an Alquist-Priolo Fault Special Studies Zone, nor is it within 1,000 feet of any unzoned fault. It is also located outside designated earthquake zones of required investigations. Thus, fault rupture potential is remote, and the potential for liquefaction and earthquake-induced landslide is low. As with all of southern California, ground-shaking hazards may occur due to earthquake events in the region. With groundwater estimated at 375 to 475 feet below the ground surface, liquefaction hazards are unlikely. The project area is relatively flat, and no hazards related to landslides are expected. The preliminary geotechnical report states that liquefaction and scour potential are not a concern; hydrocollapse is unlikely; corrosion potential is low; and seismic design criteria and geotechnical recommendations are provided.

The project would increase impervious surfaces and reduce the potential for long-term erosion. Temporary constructed-related erosion would be minimized by the implementation of BMPs outlined in the SWPPP for the project. No septic tanks are needed or proposed by the project.

The project would be designed and constructed to meet the City's engineering design standards to minimize geologic and seismic hazards. Thus, the proposed project would not expose people or structures to substantial adverse effects of seismic activities or seismic-related ground failure beyond the existing level already present with the Grove

Avenue configuration. The evaluation of this resource is provided in Section 2.2.3.3, Environmental Consequences.

f) <u>Less Than Significant</u>

While the area is highly disturbed due to the original construction of Grove Avenue and existing adjacent developments and infrastructure, undisturbed native soils (i.e., Holocene and Pleistocene alluvial deposits) that underlie the project area have the potential to contain fossils. Grading and excavation are planned to be approximately 3 to 5 feet deep and confined to previously disturbed sediments, but retaining walls and soundwalls could require excavations up to 20 feet deep. Excavations deeper than 5 feet have the potential to encounter fossils in the Pleistocene portions of alluvial fan deposits. Thus, the proposed project has the potential to impact paleontological resources from excavation during construction. In accordance with the PMP for the project, to ensure that there would be no potential impacts to paleontological resources, monitoring would occur for all excavations greater than 10 feet deep in sediments mapped as Holocene at the surface and for all excavations greater than 5 feet deep in sediments mapped as Pleistocene at the surface, as part of construction specifications. Impacts would be less than significant.

3.2.8 Greenhouse Gas Emissions

The City has not established significance thresholds for use in evaluating the proposed project's GHG emissions; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

CEQA Significance Determinations for Greenhouse Gas Emissions

Additional discussion of GHG is provided in Section 3.5, Climate Change.

a, b) Less Than Significant Impact

GHG emissions associated with construction equipment would be a direct effect during construction of the Grove Avenue Corridor Project. The proposed project is a roadway widening project, and the roadway itself would not directly generate GHG emissions. Rather, GHG emissions associated with vehicles traveling along the Grove Avenue corridor would be considered an indirect effect of the proposed project.

As analyzed in Section 3.2.3, Air Quality, and shown in Table 3-1 above, construction of the project would result in an estimated 929 tons of CO_2e; however, it is anticipated that any increase in GHG emissions due to construction would be offset by the improvement in operational GHG emissions. In both 2025 and 2045, the estimated GHG emissions from vehicles using the project under the Build Alternative (proposed project) would be lower than the estimated GHG emissions under the No Build Alternative (see Table 3-2). Based on the project-related reduction in annual GHG emissions in 2025, the GHG emitted during construction would be recaptured in approximately 8 years. Based on the project-related reduction in annual GHG emissions in 2045, the GHG emitted during construction would be recaptured in less than 1 year.

Table 3-2: Greenhouse Gases Emissions

Year	Greenhouse Gas Emissions (tpy of CO_2e)		
	No Build Alternative	Build Alternative	Change
Existing	3,686	NA	NA
2025	5,281	5,167	-114
2045	8,235	7,266	-969
Notes: CO_2e – carbon monoxide equivalents; tpy – tons per year			

Therefore, GHG impacts associated with the proposed project would be less than significant. No mitigation is required.

The proposed project consists of widening Grove Avenue to alleviate existing and anticipated future congestion along Grove Avenue between 4th Street and Airport Drive and improve traffic operations along the corridor. With it being anticipated that any increase in GHG emissions due to construction would be offset by the improvement in operational GHG emissions, the proposed project is in alignment with the goals and policies of SCAG, SCAQMD and San Bernardino County by reducing GHG emissions overall. The proposed project directly relates to Measure Trans-9 Roadway

Management of the City of Ontario's Community Climate Action Plan. This measure's goal is to implement traffic and roadway management strategies to improve mobility and efficiency and reduced associated emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts associated with the proposed project are less than significant, and no mitigation is required.

3.2.9 Hazards and Hazardous Materials

The City has not established significance thresholds for use in evaluating the proposed project's hazardous materials-related impacts; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

CEQA Significance Determinations for Hazards and Hazardous Materials

a, c, e, f, g) <u>No Impact</u>

The proposed project would not create a significant hazard to the public or environment through transport, use, or disposal of hazardous materials because the Build Alternative involves improvements to an existing roadway only, and the transport, use, or storage of toxic materials or chemicals is not a proposed component of the project. Because Grove Avenue is a designated truck route, the widened roadway and projected increase in traffic volumes may lead to more trucks carrying hazardous materials or hazardous wastes using Grove Avenue. The transport of hazardous materials or wastes is regulated by Hazardous Materials Transportation Act (49 U.S.C. Chapter 51), Hazardous Materials Regulations (49 CFR 171-177), California Vehicle Code (Section 32000.5), California Health and Safety Code (Section 25167.1 *et seq.),* and the City's Traffic Regulations (Chapter 6 of the Ontario Municipal Code). Compliance with these regulations by truck drivers and haulers would prevent the creation of hazards associated with the transport of hazardous materials and wastes on Grove Avenue.

The project is located within 0.25 mile of Del Norte Elementary School and within 2 miles of Ontario International Airport, but associated roadway improvements would not result in the emissions of hazardous materials nor result in a safety hazard for people residing or working in the project area. The Airport Land Use Compatibility Plan (ALUCP) shows Grove Avenue within the Airport Influence Area but outside the designated Safety Zones, except for the southern end (south of Airport Drive) where land use restrictions have been established and aviation easements are required. The project does not propose a new land use, and roads are normally compatible with the designated Safety Zone. The entire project segment is within areas with allowable height limits ranging from 70 to 150 feet above the ground level. The proposed roadway improvements would largely be at-grade, except for retaining walls and soundwalls (6

to 12 feet high) and streetlights that would be 31.5 feet high and, thus, would not conflict with the ALUCP. No airport hazards would be created by the project. Also, the project would not change the exposure of residents or other persons in the area to airport noise.

While the proposed project may involve the handling of hazardous substances during construction, including fuel and degreasers for construction vehicles and equipment, and paints used for new lane striping, appropriate BMPs and industry standards would be utilized to protect workers and residents from potential impacts.

There is no risk associated with wildland fires because there are no wildlands in the project vicinity.

Lastly, there is no potential for the project to interfere with an adopted emergency response or evacuation plan because a TMP would be prepared to ensure appropriate emergency route planning and coordination during the construction period.

b, d) <u>Less Than Significant</u>

Construction and maintenance of the proposed project would utilize hazardous materials but the transport, use, handling, storage, and disposal of hazardous materials would be conducted in compliance with pertinent national, state, and local hazardous materials regulations. These include the transport of hazardous materials in accordance with the Hazardous Materials Transportation Act and California Vehicle Code; storage, handling, and disposal of hazardous waste in compliance with the California Hazardous Waste Control Act; protection of high-pressure and high-voltage utility lines and pipelines per the California Code of Regulations; and lead abatement and asbestos-containing material removal and disposal per SCAQMD Rules and the California Code of Regulations, among others. These regulations establish procedures and practices that would reduce the potential for accidental release of hazardous materials and minimize the adverse effects of accidental releases.

Construction of the proposed project has the potential to encounter hazardous materials at several locations. The removal of utility poles would be managed as treated wood waste (TWW), while the pole-mounted overhead transformers may contain polychlorinated biphenyls (PCBs), which need to be profiled and managed appropriately. The proposed project would require removal of multiple residential structures and, depending on the structures' age, they may contain asbestos-containing material (ACM) and lead-based paint (LBP); however, BMPs and industry standards would ensure that no significant hazards would be released to the public, some of which

are detailed in Standard Conditions SC-CI-18 through SC-CI-20 and Minimization Measure HW-1.

There are two properties identified for acquisition – 1194 E. Holt Boulevard and 1111 E. Holt Boulevard – that are considered an HREC and REC, respectively. Although there is potential for the presence of compromised soils at these locations, whether they exist has yet to be determined. As part of the ROW acquisition process, property to be acquired would be tested for ACM and LBP. Implementation of Standard Conditions SC-CI-18 through SC-CI-20 and Minimization Measure HW-1 would minimize potential impacts to a less than significant level.

3.2.10 Hydrology and Water Quality

The City has not established significance thresholds for use in evaluating the proposed project's impacts on hydrology and floodplains; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

CEQA Significance Determinations for Hydrology and Water Quality

a, b, c, d, e) <u>No Impact</u>

Construction of the project would include the implementation of BMPs to reduce pollutants in the stormwater runoff, including eroded soils and sediment. In the long-term, the increased number of vehicles on the roadway would generate the same pollutants that may be entrained by stormwater. Implementation of Minimization Measure WQ-3 would incorporate source control BMPs and BMP techniques (i.e., drainage swales, bioretention, and/or infiltration basins/trenches) as part of the project to reduce pollutant runoff into the West Cucamonga Channel. Also, the West Cucamonga Channel is not listed as an impaired water body per Section 303(d) of the CWA. In addition, the project would not include kitchen, toilet, or bathroom facilities nor generate wastewater that may violate the WDRs of wastewater treatment plants serving the area. Thus, it would not violate any water quality standards or WDRs.

No groundwater wells are proposed with the project, and irrigation water would be derived from reclaimed water sources. Also, the project area is urbanized and does not serve as a groundwater recharge area. Proposed excavations would not be deep enough to affect groundwater, which is estimated at 375 to 475 feet below the ground surface. Thus, the project would not substantially deplete groundwater resources or interfere with groundwater recharge, and no impact on local groundwater resources would occur with the project.

The limits of the 100-year floodplain in the project area are confined to the West Cucamonga Channel. Although the Build Alternative would geometrically encroach on the West Cucamonga Channel's floodplain at the culvert crossings, it would not alter the floodplain because the culvert crossings would only be extended to accommodate the roadway widening by a maximum of approximately 37 feet. Even with the increase in impervious areas due to the project, the 100-year flood event would still be contained in the channel under the proposed conditions. The encroachment to the channel has been minimized, and the proposed roadway surface would be above the water surface elevation in the channel. Thus, the limits of the 100-year floodplain would not change. Also, water in the channel would not lead to the interruption or termination of a transportation facility in the event of a 100-year rain event. No effects to the floodplain or risks to incompatible developments would occur. Also, no impedance or redirection of flood flows in the channel would occur.

No natural or beneficial uses for this floodplain have been identified in the Santa Ana RWQCB's Basin Plan for the Santa Ana River Basin. As such, West Cucamonga Channel's only use is for drainage conveyance. The evaluation of this resource is provided in Section 2.2.1.3, Environmental Consequences. Thus, no conflict with the Basin Plan for the Santa Ana River Basin would occur.

Construction of the Build Alternative would add 2.57 acres of additional impervious surface area, as estimated in the Final Water Quality Management Plan for the project. The additional impervious surface area would not alter the existing drainage patterns because stormwater runoff would continue to be conveyed to the concrete-lined West Cucamonga Channel that runs through and serves the project area. Localized changes in drainage patterns would not change the direction of flows in the West Cucamonga Channel and downstream channels. Also, source control BMPs and BMP techniques (i.e., drainage swales, bioretention, and/or infiltration basins/trenches) would be implemented through Minimization Measure WQ-3 and would reduce pollutants and runoff volumes and rates in compliance with the County MS4 Permit. The project would not result in runoff that would exceed the existing stormwater drainage system capacity of the West Cucamonga Channel because stormwater volume from a 100-year rain event would still be contained within the channel. Thus, no change to the potential release of pollutants into the channel from flood waters would occur.

The proposed project would geometrically encroach on the West Cucamonga Channel's floodplain at the culvert crossings. The proposed encroachment would not alter the floodplain because the culvert crossings would only be extended to accommodate the roadway widening by a maximum of approximately 37 feet.

Furthermore, the 100-year flood event would still be contained in the existing channel under the proposed conditions. Existing drainage patterns would not be altered. In addition, several minimization measures, HYD-1 through HYD-5, would be incorporated into the design and construction phases to avoid potential floodplain and water quality impacts.

The proposed project would add 2.57 acres of additional impervious surface area, resulting in a potential increase in stormwater runoff and water quality impacts. With incorporation of temporary construction site BMPs, source control BMPs, and BMP techniques (i.e., drainage swales, bioretention, and/or infiltration basins/trenches), no significant impacts are expected with implementation of the proposed project. In addition, Minimization Measures WQ-1 through WQ-3 and Standard Conditions SC-CI-8 through SC-CI-10 would be implemented to minimize potential water quality and hydrological impacts.

Lastly, the project area is underlain by the Chino Groundwater Basin, which is an adjudicated basin where groundwater pumping is monitored and regulated by the Chino Basin Watermaster. This groundwater basin is a very low priority basin under the Sustainable Groundwater Management Act, and no sustainable groundwater management plan is required. Because no impacts to groundwater resources are expected with the project, no conflict with a sustainable groundwater management plan would occur.

3.2.11 Land Use and Planning

The City has not established significance thresholds for use in evaluating the proposed project's consistency with related plans and policies; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b)Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

CEQA Significance Determinations for Land Use and Planning

a) No Impact

The proposed project would not physically divide an established community because the roadway already exists, and the project would provide improved accessibility for motorists, pedestrians, and bicyclists. In addition, there would be improved sidewalks, crosswalks, lighting, and landscaping. Overall, the proposed project is generally consistent with area local plans, including policies and goals for improving traffic operations and mobility.

b) Less Than Significant

Overall, there is a less than significant impact associated with the proposed project's consistency with existing plans and policies. The project is consistent with the Ontario General Plan and Master Plan of Streets and Highways. The project is also consistent with SCAG's RTP/SCS. The proposed project would not conflict with habitat conservation plans because there are none that apply to the project area, and the project is generally consistent with area local plans, including policies and goals for improving traffic operations and mobility. However, the proposed project would require permanent removal of 0.11 acre of open space parkland and removal of approximately 174 trees, which would be inconsistent with SCAG's 2008 RCP policies focused on protection of open space. While the RCP was adopted to serve as a vision for promoting economic prosperity, natural resource sustainability, and quality of life in the region, some of its policies indirectly serve to avoid or mitigate environmental effects associated with the loss of open space and natural lands. However, the project would not affect natural lands and has been designed to preserve as many mature trees as practicable. In addition, the project's landscape plan would incorporate a tree replacement plan with a replacement ratio of 2:1 — for every mature tree removed, two trees would be planted. This would bring the project in line with SCAG 2008 policies regarding protection of open space.

3.2.12 Mineral Resources

The City has not established significance thresholds for use in evaluating the proposed project's impact to mineral resources; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

CEQA Significance Determinations for Mineral Resources

a, b) <u>No Impact</u>

The proposed project would not result in impacts to mineral resources because none have been identified in the project area.

3.2.13 Noise

The City has not established significance thresholds for use in evaluating the proposed project's noise and vibration impacts; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used. Additionally, per Caltrans Traffic Noise Analysis Protocol, Section 7, CEQA and NEPA Considerations, a 12-dB increase between existing and design-year with-project conditions is considered a significant impact.

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

CEQA Significance Determinations for Noise

a) <u>Less Than Significant</u>

In California, a substantial noise increase is considered to occur when the project's predicted worst-hour design-year noise level exceeds the existing worst-hour noise level by 12 dB or more. The evaluation of this resource is provided in Section 2.2.7, Noise and Vibration. Noise levels in the future design-year Build conditions are predicted to increase by a maximum of 8 dB at one receiver location over the existing noise conditions. Noise levels in the design-year Build conditions would increase from existing conditions; however, this increase in noise level is not considered to be substantial.

In the future design-year 2045 build conditions, most of the receiver locations have traffic noise levels that were found to approach or exceed the applicable NAC. Fifteen (15) soundwalls to provide noise abatement for affected receptors were evaluated on private property lines in the proposed project corridor, which was the optimum location for breaking the line of sight between Grove Avenue and impacted receiver locations. Of the 15 soundwalls evaluated, 8 (SW-1, SW-5C, SW-6, SW-7, SW-8, SW-9, SW-11, and SW-12) were found to be feasible and reasonable. Receptors (24 single-family and multi-family residences) where soundwalls were found to be unreasonable and/or infeasible would experience an increase in noise levels approaching or exceeding the applicable NAC, but a soundwall would not reduce noise levels by 7 dB or more and/or the cost of the soundwall would exceed the set cost per benefited receptor. Because increases in noise levels would be less than 12 dB, the impact on the 24 residences would not be substantial or significant.

Implementation of Minimization Measure N-1 would minimize noise impacts to more than 92 benefited receptors. In the event that any of the soundwalls are not constructed

(due to objections from the property owner and other factors), the increase in noise levels over existing and future design-year 2045 build conditions would be an unavoidable impact from the operation of the project, but this increase would not be more than 12 dB. Thus, long-term impacts would be less than significant.

During construction of the project, noise from construction activities may intermittently and temporarily dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet, and noise produced by construction equipment would be attenuated over distance at a rate of approximately 6 dB per doubling of distance. To minimize the construction-generated noise, abatement measures in standard Specification 14-8.02, "Noise Control" and SSP 14-8.02 must be followed:

- Do not exceed 86 dBA at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

No significant noise impacts from construction are anticipated because construction would be conducted in accordance with Standard Specification 14-8.02, SSP 14-8.02, and applicable local noise standards. In addition, the temporary and intermittent construction noise would cease to exist upon completion of the construction project.

b) <u>No Impact</u>

BMPs and industry standards would ensure that the project would have no to very little potential for groundborne vibration or noise levels during construction or operation of the project. These standards are further discussed in Section 2.2.7, Noise and Vibration.

c) <u>No Impact</u>

The project is within 2 miles of the Ontario International Airport, and the southern section of the project segment (south of G Street) is within the 60-65 dB CNEL and 65-70 dB CNEL noise impact zones of the airport. The project would not directly increase the number of vehicles on Grove Avenue, nor would it change the exposure of residents or other persons in the area to airport noise. Therefore, no impacts would occur.

3.2.14 Population and Housing

The City has not established significance thresholds for use in evaluating the proposed project's potential for growth inducement; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

CEQA Significance Determinations for Population and Housing

a) <u>No Impact</u>

The proposed project would not induce substantial growth directly or indirectly. Widening of the Grove Avenue corridor would alleviate current congestion issues and would not contribute to growth. The evaluation of this resource is provided in Section 2.1.4.1, Community Character and Cohesion.

b) <u>Less Than Significant</u>

The proposed project would require the acquisition and displacement of 8 single-family housing units and 4 multi-family housing units. It is estimated that approximately 47 residents would be displaced as a result. As part of the relocation analysis, adequate resources for comparable decent, safe, and sanitary relocation sites can be found for all affected residents within the replacement area of the cities of Ontario, Upland, Rancho Cucamonga, and Montclair. There would not be a need to construct replacement housing for those affected by the proposed project.

3.2.15 Public Services

The City has not established significance thresholds for use in evaluating the proposed project's impact to public services; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

CEQA Significance Determinations for Public Services

a) <u>No Impact</u>

The proposed project would not result in impacts to public services. The improvements associated with the proposed project would have beneficial effects for law enforcement protection and emergency service access and response times.

3.2.16 Recreation

The City has not established significance thresholds for use in evaluating the proposed project's impact to recreational resources; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

	Significant and Unavoidable Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

CEQA Significance Determinations for Recreation

a) <u>No Impact</u>

The project would result in small acquisitions of the existing Grove Memorial and John Galvin parks, but the widening of Grove Avenue would not result in an increase in use of the parks. The project would not result in any impacts to the level of use at the existing parks.

b) <u>Less Than Significant</u>

The proposed project would require the acquisition of approximately 0.06 acre of Grove Memorial Park and 0.06 acre of John Galvin Park to accommodate the roadway improvements. As discussed in detail in Appendix A, Section 4(f) Evaluation, the permanent acquisitions would be limited to unused landscaped and mulch-covered areas at Grove Memorial Park and John Galvin Park; therefore, they would not adversely affect the recreational activities, features, or attributes of either park.

3.2.17 Transportation

The City has not established significance thresholds for use in evaluating the proposed project's transportation-related impacts; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle lanes and pedestrian paths?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) For a land use project, would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1)?	☐	☐	☐	☒
c) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(2)?	☐	☐	☐	☒
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒

CEQA Significance Determinations for Transportation/Traffic

a, b, c, d, e) <u>No Impact</u>

Implementation of the proposed project would result in no effect for each of the traffic- and transportation-related significance thresholds. The proposed project would not conflict with any applicable plan, ordinance, or policy focused on the performance of the circulation system. The roadway improvements associated with the Build Alternative would improve traffic operations along Grove Avenue and would be compatible with local and regional congestion management plans and transportation-related plans, policies, or programs. While the Grove Avenue/Holt Boulevard, Grove Avenue/State Street-Airport Drive, and Grove Avenue/Mission Boulevard intersections are forecast to continue to operate at LOS E or F in horizon year 2045 build conditions, the average delays are forecast to significantly improve with implementation of the Build Alternative compared to the No Build Alternative.

The proposed roadway improvements would be designed to meet all applicable roadway design and safety standards. Because the project would result in a slight decrease in VMT from the no-build to build conditions in 2025 and 2045, no conflict with CEQA Guidelines Section 15064.3 (b) would occur.

Because no arterial roadways would be permanently closed, there are no permanent impacts to access or circulation, and no indirect impacts are anticipated with implementation of the Build Alternative. A TMP would be implemented during

construction to ensure appropriate coordination with emergency response providers regarding construction activities. Emergency access through the project corridor would be maintained during project construction. Standard Conditions SC-CI-1 through SC-CI-3 and SC-CI-5 would also be implemented.

Grove Avenue is designated as a Bicycle Corridor by the City of Ontario Multipurpose Trails and Bikeway Corridor Plan. The project would include a new Class III bikeway along Grove Avenue in conformance with SBCTA's Non-Motorized Transportation Plan 2014. The Build Alternative would be designed to retain and improve the existing pedestrian sidewalk on the west side of Grove Avenue between I Street and G Street. The Build Alternative would improve pedestrian connectivity by constructing a new sidewalk that seamlessly connects with an existing walkway in Grove Memorial Park. Additionally, pedestrian sidewalks along the project area 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 pedestrian sidewalk changes would be ADA compliant. As such, no adverse effects with respect to nonmotorized and pedestrian features would occur as a result of implementation of the Build Alternative.

3.2.18 Tribal Cultural Resources

The City has not established significance thresholds for use in evaluating the proposed project's consistency with related plans and policies; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

CEQA Significance Determinations for Tribal Cultural Resources

a, b) <u>No Impact</u>

A sacred lands records search was requested for this project from the NAHC on March 27, 2015. The NAHC responded on April 22, 2015, that a search of the sacred lands file failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC requested that four Native American tribes or individuals be contacted for further information regarding the general project vicinity.

The following is a summary of the tribes contacted and their responses to the request for consultation:

- Gabrieleno/Tongva Band of Mission Indians – Archaeological monitoring should be conducted in case of subsurface archaeological material.
- Gabrielino/Tongva Nation – Letter sent May 13, 2015; e-mail sent June 5, 2015; and a follow-up phone call made June 12, 2015. On June 12, 2015, consultation was deferred to Mr. Sam Dunlap, who provides all cultural resource consultation comments for the Gabrielino/Tongva Tribe. See below for Mr. Dunlap's response.
- Gabrieliño Band of Mission Indians – No responses received to any of the three attempts at contact.
- Gabrielino/Tongva Nation Los Angeles – Mr. Sam Dunlap, Cultural Resources Director of the Gabrielino/Tongva Nation Los Angeles, responded by e-mail and recommended implementing Native American monitoring oversight during

construction and to be informed of any unanticipated discovery of prehistoric cultural material.

- San Manuel Band of Mission Indians – A comment was received noting that the ethnography section contained no discussion of the Serrano. Another comment was received to revise the report asking that the tribal territory match the description developed by the tribe, that nearby villages be mentioned, and that mention of the Vanyume be removed.
- Serrano Nation – Requested to be notified if any cultural resources are observed during construction activities and to be contacted immediately if any human remains are encountered.

While no tribal cultural resources were identified during the AB 52 process, Minimization Measures CR-1, CR-2, and CI-1were identified to reduce any potential impacts to tribal cultural resources that may be encountered during construction.

Please see Chapter 4, Comments and Coordination, for more details on the AB 52 consultation results.

3.2.19 Utilities and Service Systems

The City has not established significance thresholds for use in evaluating the proposed project's impact to utilities; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

CEQA Significance Determinations for Utilities and Service Systems

a, b, c, d, e) <u>No Impact</u>

The demolition of existing structures along Grove Avenue would result in the elimination of water demand and wastewater generation from existing land uses. Existing water and sewer lines serving these uses would be abandoned or relocated, and new water lines may be constructed for irrigation of landscaped parkways and medians; however, reclaimed water would be utilized and no new water supplies are needed. The proposed project would not result in an increase in demand for existing water and sewer utilities or require the construction of new water or sewer facilities to serve the project. Existing storm drainage facilities would be relocated, and drainage improvements would include installation of operational BMPs to reduce pollutant runoff and runoff volumes. Standard Condition SC-CI-4 would also be implemented. The impacts of these utility line relocations and improvements have been considered in this EIR/EA.

Short-term construction-related solid waste disposal would be made in accordance with existing regulations, such as the Ontario Integrated Solid Waste Management Ordinance, CalGreen Code, and applicable hazardous waste disposal regulations for TWW, ACM, LBP, and hazardous materials used for building construction. Construction and demolition wastes would also be accommodated by area landfills, such as the Mid-Valley Sanitary Landfill (accepts 7,500 tons per day and has 67.52

million cubic yards of remaining capacity) and San Timoteo Sanitary Landfill (accepts 2,000 tons per day and has 11.2 million cubic yards of remaining capacity).

The proposed improvements under the Build Alternative would result in the relocation of some major electrical and water utilities, but they would not adversely affect the long-term operations of these utilities.

3.2.20 Wildfire

The City has not established significance thresholds for use in evaluating the proposed project's impact related to wildfire; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

CEQA Significance Determinations for Wildfire

a, b, c, d) <u>No Impact</u>

Grove Avenue is located in an urbanized area of the city and is not located near a Very High Fire Hazard Severity Zone. Therefore, the project would not be exposed to

wildfire hazards. The project area is relatively flat and would have no effect on emergency response or evacuation in wildfire hazard areas that are located outside the city. No impacts related to wildfire would occur.

3.2.21 Mandatory Findings of Significance

The City has not established significance thresholds for use in evaluating the proposed project's consistency with related plans and policies; therefore, the thresholds presented in Appendix G of the CEQA Guidelines are used.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

CEQA Significance Determinations for Mandatory Findings of Significance

a, b) <u>Less Than Significant</u>

While the project would require the removal and/or trimming of trees and shrubs along the corridor, which could result in impacts to nesting birds in violation of the MBTA and CFG Code, the project does not have the potential to degrade the quality of the

environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

As discussed in Section 2.4, Cumulative Impacts, the project does not have impacts that are individually limited but cumulatively considerable. In several cases, the project would improve conditions, thus creating beneficial cumulative impacts.

c) Less Than Significant with Mitigation Incorporated

During construction, there is a possibility to encounter hazardous materials. TWW and transformers containing PCBs may be encountered. During demolition of buildings, ACM and LBP could be present. Residual contamination could exist at the property located at 1194 E. Holt Boulevard where there was previously an LUST that contaminated soils and was cleaned up. Illicit disposal of hazardous liquids to soil occurred at 1111 E. Holt Boulevard. All of these potentially significant conditions would be reduced to less than significant with Standard Conditions SC-CI-18 through SC-CI-20 and Minimization Measure HW-1.

3.3 Mitigation Measures for Significant Impacts under CEQA

Impacts are avoided or minimized through implementation of standard conditions, minimization measures and mitigation measures (identified at the end of each topic in Chapter 2). Implementation of the standard conditions is assumed prior to making the determination if an impact is significant because these are regulatory requirements or practices that Caltrans routinely applies to all projects. Other mitigation measures would reduce impacts identified as significant. Mitigation measures are listed below with a cross reference to the section where the mitigation measures can be found. In addition, all of the measures and standard conditions are listed in Appendix D. No mitigation measures would apply to the No Build Alternative because no improvements would be made.

Mitigation Measures:

Animal Species

AS-1: To avoid effects to nesting birds, the Project Engineer will require the contractor to conduct vegetation removal or tree-trimming activities outside of the nesting bird season (i.e., February 15 through August 31).

If vegetation clearing is necessary during the nesting season, the Project Engineer will require the contractor to have a qualified biologist conduct a preconstruction survey within 150 feet of construction areas no more than 10 days prior to construction at the location to identify the location of nests, if any. A qualified biologist is one that has previously surveyed for nesting bird species within southern California.

Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist around each nest site. The buffer will be clearly marked in the field by construction personnel under guidance of the contractor's qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active.

The qualified biologist will monitor the nests on a weekly basis to ensure that construction activities do not disturb or disrupt nesting activities.

If the qualified biologist determines that construction activities are disturbing or disrupting nesting activities, then the biologist will notify the Project Engineer, who has the authority to stop or modify construction to reduce the noise and/or disturbance to the nests. Responses may include, but are not limited to, increasing the size of the exclusionary buffer, curtailing nearby work activities, turning off vehicle engines and other equipment wherever possible to reduce noise, installing a protective noise barrier between the nest and the construction activities, and/or working in other areas until the young have fledged. (Section 2.3.4)

3.3.1 Avoidance and Minimization Measures

Standard conditions and minimization measures would reduce construction-related impacts to various resources described in the previous sections. These include:

Avoidance and Minimization Measures

Consistency with State, Federal, and Local Plans and Programs

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. (Section 2.1.4)

VA-2: Where it is not feasible to save the existing trees, new tree and vegetation plantings shall be included in the final design of the roadway. Replacement trees shall be two 24-inch boxed trees for each tree removed by the project. All areas disturbed by the project shall be fitted with new landscaping, including trees, groundcovers, accent plants, and turf grass (in park areas adjacent to existing remaining turf). (Section 2.1.7)

NC-1: The project shall preserve as many mature trees as practicable. Although there is no City or County ordinance for tree removal, the project's landscape plan will incorporate a tree replacement plan with a replacement ratio of 2:1 – for every mature tree removed, two trees will be planted to be consistent with Measure VA-2. Mature trees (larger than 20 feet high) that are to be removed shall be replaced with two 24-inch box trees. Design plans shall indicate locations of existing mature trees (larger than 20 feet high) to be preserved in place. Tree replacement shall meet all Caltrans and City standards and policies, and near John Galvin Park, the replacement tree species will incorporate species that have been identified as those of the original planting of John Galvin Park in the 1930s. (Section 2.3.1)

Noise and Vibration

N-1: Based on the studies completed, Caltrans and the City will incorporate noise abatement in the form of soundwalls that meet the criteria for reasonableness and feasibility. The recommended soundwalls would reduce the traffic noise by at least 5 dB at the impacted receivers, would meet the design goal by providing a 7-dB reduction for at least one receiver, and would cost less than the reasonable cost allowance. If, during final design, conditions have substantially changed, noise abatement may change or not be necessary, depending on the results of the updated noise analysis using final design information. The final decision of the noise abatement will be made upon completion of the project design and the public involvement process.

During circulation of the draft environmental document, soundwall surveys will be conducted with all property owners and residents of benefited receptors located within the footprint of the Build Alternative. If more than 50 percent of the responding benefited receptors oppose

the soundwall, then the soundwall would not be constructed. (Section 2.2.7)

Parks and Recreation

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. (Section 2.1.1)

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. (Section 2.1.1)

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. (Section 2.1.1)

Utilities/Emergency Services

UT-1: During final design, the Project Engineer will prepare utility relocation plans in consultation with the affected utility providers/owners for those utility facilities that will need to be relocated, removed, or protected in-place. (Section 2.1.5)

UT-2: During final design, the Project Engineer will prepare utility relocation plans in consultation with the affected utility providers/owners for those utility facilities that will need to be relocated, removed, or protected in place. If relocation is necessary, the final design will focus on relocating utilities within the State ROW or other existing public ROWs and/or easements. If relocation outside of existing or the additional public ROWs and/or easements required for the project is necessary, the final design will focus on relocating those facilities in adjacent public ROWs and in a manner so as to not result in significant community, land use, or natural resource impacts. (Section 2.1.5)

UT-3: Close coordination with utility service providers and implementation of a public outreach program will be conducted, as needed, to minimize impacts to surrounding communities. (Section 2.1.5)

UES-1: Prior to and during any construction activities, the City will coordinate with emergency service providers to ensure that all providers are aware of temporary road closures and detours. (Section 2.1.5)

UES-2: Emergency service phone numbers (i.e., fire, emergency medical, police) will be posted in visible locations in all active construction areas. (Section 2.1.5)

UES-3: To avoid conflicts during construction, the project's Resident Engineer will notify all emergency and other essential service providers no less than 2 weeks prior to the start of construction. Agencies to be notified include:

- City of Ontario Police Department
- City of Ontario Fire Department
- San Bernardino County Sherriff's Department
- San Bernardino County Fire Department (Section 2.1.5)

Community Impacts

COM-1: Where acquisition and relocation are unavoidable, provisions of the Uniform Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by USDOT (March 2, 1989) and where applicable, the California Public Park Preservation Act of 1971, will be followed. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made. (Section 2.1.4)

COM-2: Outreach activities targeted to low-income residents will be conducted during the planning, design, and construction phases of the Build Alternative. (Section 2.1.4)

Traffic and Transportation/Pedestrian and Bicycle Facilities

T-1: Final TMP – A TMP (July 2015) was prepared during development of the preliminary engineering for the project. During final design, a Final TMP will be prepared. At a minimum, the Final TMP will include the detailing of any projected temporary street closures or expected traffic delays due to project construction activities. The Final TMP will include a public awareness program that will use an appropriate combination of

the HAR, local media, newsletters, and/or flyers. The following elements will be major components of the Final TMP: Public Awareness Campaign, particularly related to the scheduling of work; COZEEP; Utilization of portable CMSs; and notification to be sent to local cities and emergency responders, if applicable. (Section 2.1.6)

T-2: During project construction, the Project Engineer will ensure that the measures in the Final TMP are properly implemented by the contractor. (Section 2.1.6)

T-3: During final design and construction, the Project Engineer will work with affected property owners to identify means to avoid and minimize parking impacts, including space management, such as restriping of parking areas and identifying parking replacement options. (Section 2.1.6)

T-4: All pedestrian facilities will be designed to meet or exceed requirements of the ADA and current safety standards. Access to pedestrians and bicyclists shall be maintained to the extent practicable during the construction period. (Section 2.1.6)

T-5: Prior to and during construction, the Project Engineer will coordinate with Omnitrans, the Ontario-Montclair School District, and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction, if necessary. (Section 2.1.6)

T-6: During final design and prior to and during construction, the Project Engineer will coordinate with the design and construction team for the I-10/Grove Avenue Interchange Project to ensure the Grove Avenue Corridor Project and the I-10/Grove Avenue Interchange Project are designed compatibly. (Section 2.1.6)

Visual/Aesthetics

VA-1: The existing trees, particularly within the park area, provide scale, shade, and visual relief to the extent of roadway paving. Preserving existing trees to the extent feasible will help maintain the existing visual character of the roadway. (Section 2.1.7)

VA-2: Where it is not feasible to save the existing trees, new tree and vegetation plantings shall be included in the final design of the roadway. Replacement trees shall be two 24-inch boxed trees for each tree removed by the project. All areas disturbed by the project shall be fitted with new landscaping, including trees, groundcovers, accent plants, and turf grass (in park areas adjacent to existing remaining turf). (Section 2.1.7)

VA-3: To support the replacement of plantings, the project shall include a permanent irrigation system to all new plantings. Materials used or irrigation shall be as per City of Ontario standards. (Section 2.1.7)

VA-4: Decorative paving shall be employed for medians, islands, and parkway strips that are too narrow to plant. Paving color and texture/pattern shall match City of Ontario standards. (Section 2.1.7)

Cultural Resources

CR-1: If cultural resources are discovered at the job site, all work activities shall stop within a 60-foot radius of the discovery, the discovery area shall be protected, and the Resident Engineer shall be notified. Cultural resources shall not be moved or taken from the job site until Caltrans investigates and determines the significance of the find. Work activities shall not resume within the discovery area until Caltrans provides written notification authorizing work activities to resume. (Section 2.1.8)

CR-2: **Human Remains.** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the Coroner will notify the NAHC, who will designate the MLD. At this time, the Caltrans District 8 Environmental Branch Chief, Andrew Walters (909) 383-2647, will be contacted so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable. (Section 2.1.8)

CI-1: **Inadvertent Discoveries:** Should subsurface archaeological resources be discovered, a qualified archaeologist shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the archaeologist shall determine, in consultation with Caltrans, the City, and any local Native American groups expressing interest for prehistoric resources, appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, rerouting or redesign, cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with Caltrans, the City, and any local Native American representatives expressing interest for prehistoric archaeological resources. If an archaeological site does not qualify as a historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of Section 21083.2.

Hydrology and Floodplain

HYD-1: Provide positive drainage during construction and refrain from filling designated floodplains. Construction site surface runoff will be channeled into existing drainage facilities so as to not cause water flow on neighboring properties. Offsite flows will be managed in a manner that will mimic the existing drainage network and will not inundate the roadway surface of any of the existing drainage systems. (Section 2.2.1)

HYD-2: Implement standard BMPs as identified in the City of Ontario's Water Quality Management Plan, including temporary construction site BMPs to address site soil stabilization and reduce deposition of sediments to receiving waters. (Section 2.2.1)

HYD-3: Include erosion control and water quality protection during construction at the West Cucamonga Channel. BMPs will be designed and

implemented to reduce the discharge of pollutants to the MEP. Typical measures that may be implemented include preservation of existing vegetation, use of soil binders or hydroseeding, and installation of silt fences or fiber rolls. (Section 2.2.1)

HYD-4: Contractor shall develop a contingency plan for unforeseen discovery of underground contaminants in the SWPPP. (Section 2.2.1)

HYD-5: Limit construction activities between October and May to those actions that can adequately withstand high flows and entrainment of construction materials. The Contractor shall prepare an REAP and discuss high flows mitigation. (Section 2.2.1)

Water Quality and Stormwater Runoff

WQ-1: **Implement Temporary Construction BMPs.** The project will be required to conform to the requirements of the NPDES Permit for Construction Activities, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002. (Section 2.2.2)

WQ-2: **Prepare and Implement an SWPPP.** The Contractor will be required to develop an acceptable SWPPP. The SWPPP shall contain BMPs that have demonstrated effectiveness at reducing stormwater pollution. The SWPPP shall address all construction-related activities, equipment, and materials that have the potential to affect water quality. All Construction Site BMPs will be installed, maintained, and inspected to control and minimize the impacts of construction-related pollutants. The SWPPP shall include BMPs to control pollutants, sediment from erosion, stormwater runoff, and other construction-related impacts. In addition, the SWPPP shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure that the implemented BMPs are effective in preventing discharges from exceeding any of the water quality standards. (Section 2.2.2)

WQ-3: **Incorporate Design Principles into Final Roadway Design.** Design Principles are permanent measures to minimize pollution discharges by retaining source materials and stabilizing soils. The three objectives associated with Design Principle BMPs include maximizing vegetated

surfaces; preventing downstream erosion; and stabilizing soil areas. These design objectives will be applied to the entire project. (Section 2.2.2)

Paleontology

P-1: Develop and implement a PMP, with monitoring in excavations more than 10 feet deep for sediments mapped as Holocene at the surface and more than 5 feet deep for excavations mapped as Pleistocene at the surface. The PMP will guide and facilitate the identification and treatment of paleontological resources, if any are found, during project construction to reduce adverse effects on significant resources. The PMP will summarize identified paleontologically sensitive areas within the APE, the organization and responsibilities of the paleontological team, the responsibilities of other parties, and the treatment and communications procedures to be implemented if paleontological resources are encountered during the project. (Section 2.2.4)

Hazardous Waste/Materials

HW-1: Prior to property acquisition, limited soil investigations at 1194 E. Holt Boulevard and 1111 E. Holt Boulevard will be performed to determine the presence of compromised soils. If any compromised soils are present, they shall be removed and disposed of per regulatory requirements. (Section 2.2.5)

Natural Communities

NC-1: The project shall preserve as many mature trees as practicable. Although there is no City or County ordinance for tree removal, the project's landscape plan will incorporate a tree replacement plan with a replacement ratio of 2:1 – for every mature tree removed, two trees will be planted to be consistent with Measure VA-2. Mature trees (larger than 20 feet high) that are to be removed shall be replaced with two 24-inch box trees. Design plans shall indicate locations of existing mature trees (larger than 20 feet high) to be preserved in place. Tree replacement shall meet all Caltrans and City standards and policies, and near John Galvin Park, the replacement tree species will incorporate species that have been identified as those of the original planting of John Galvin Park in the 1930s. (Section 2.3.1)

Wetlands and Other Waters

WET-1: Construction activities within the West Cucamonga Channel and Princeton Basin will be designed and conducted to maintain downstream flow conditions. All construction activities will be effectively isolated from water flows to the greatest extent feasible. This may be accomplished by working in the dry season or dewatering the work area in the wet season. When work in standing or flowing water is required, structures for isolating the in-water work area and/or diverting the water flow must not be removed until all disturbed areas are cleaned and stabilized. The diverted water flow must not be contaminated by construction activities. Structures used to isolate the in-water work area and/or diverting the water flow (e.g., coffer dam, geotextile silt curtain) must not be removed until all disturbed areas are stabilized. (Section 2.3.2)

Invasive Species

IS-1: In compliance with the Executive Order on Invasive Species (EO 13112), and guidance from FHWA, the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity (i.e., near or adjacent to drainages), extra precautions will be taken if invasive species are found in or next to the construction areas. This includes the inspection and cleaning of construction equipment and eradication strategies, as required by the Caltrans Biological Monitor, to be implemented should an invasion occur. Any cleaning of equipment or site watering will be conducted in adherence to any applicable drought conditions and related regulations. A Caltrans biologist or landscape Architect will approve any seed lists (for planting).

Standard Conditions

Community Impacts

SC-CI-1: To the extent practicable, street closures required during construction shall be scheduled to occur during nighttime hours. This requirement will be addressed in the TMP to be prepared during the final design phase of project development.

SC-CI-2: To the extent practicable, the contractor shall avoid blocking or limiting access to businesses during construction during normal business hours.

Businesses will be contacted and advised of nearby construction activities before their start.

SC-CI-3: Caltrans shall notify emergency service providers, such as fire, police, and ambulance services, in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.

Utilities and Emergency Services

SC-CI-4: In accordance with the requirements in the CCR, prior to the initiation of construction, the contractor shall coordinate and notify the operators of underground or overhead utility and service lines prior to any excavation activities. This coordination will avoid damage to existing utility lines and will limit disruption to existing utility services to the existing developments near the proposed alignments.

Traffic and Transportation/Pedestrian and Bicycle Facilities

SC-CI-5: Caltrans shall require the contractor to provide motorist alert and awareness information during construction, as appropriate for the conditions, to include the following options: CMSs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network.

Cultural Resources

SC-CI-6: In accordance with Caltrans standard specifications, if cultural materials are discovered during construction, all earth-moving activities within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, Section 7050.5 of the State Health and Safety Code states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to Section 5097.98 of the PRC, if the remains are thought to be Native American, the coroner will notify the Resident Engineer and the NAHC, who will then notify the MLD. At this time, the Resident Engineer will contact the District 8 Environmental Branch so that staff may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Section 5097.98 of the PRC are to be followed as applicable.

SC-CI-7: It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. Additional survey(s) will be required if the project changes to include areas not previously surveyed.

Water Quality and Stormwater Runoff

SC-CI-8: The project shall conform to and submit a Water Quality Management Plan to the City. In addition, the project shall conform to the requirements of the NPDES Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009- DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ), also referred to as the Construction General Permit.

SC-CI-9: The contractor shall develop an acceptable SWPPP containing proven BMPs to minimize stormwater pollution that has the potential to affect water quality. All construction site BMPs will follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the SWPPP shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure water quality standards are met.

SC-CI-10: During construction, when dewatering is required, the contractor shall fully conform to the requirements specified in Order No. R8-2015-0004 (CAG 998001), General Waste Discharge Requirements for Discharges to Surface Water which Pose an Insignificant *(De Minimis)* Threat to Water Quality, from the RWQCB.

SC-CI-11: The contractor shall comply with all requirements of the Section 404 Permit issued by USACE for the discharge of dredged or fill material into waters of the U.S.

SC-CI-12: The contractor shall comply with all requirements of the Section 401 Certification issued by the RWQCB to ensure that all discharges comply with applicable federal and State effluent limitations and water quality standards.

SC-CI-13: The contractor shall comply with all requirements of the Streambed Alteration Agreement per Section 1602 of the CFG Code.

Paleontology

A PMP will be prepared prior to project construction. The plan will include the following mitigation measures:

SC-CI-14: Specifications for paleontological mitigation shall be included in the construction contract special provisions section for this project to advise the construction contractor of the requirement to cooperate with the salvage of paleontological resources, particularly fossil remains and associated locality data.

SC-CI-15: A principal paleontologist that meets the qualifications in Chapter 8 – Paleontology of the Caltrans Standard Environmental Reference shall prepare a detailed Paleontological Mitigation Plan before the start of construction. The paleontologist must have a Master of Science/Arts (M.S./M.A.) or Doctor of Philosophy (Ph.D.) degree in paleontology or geology and will be familiar with paleontological salvage or mitigation procedures and techniques. The Paleontological Mitigation Plan shall be certified by a California Professional Geologist.

SC-CI-16: If unanticipated fossils are discovered in an area of the project site not being actively monitored, the remains shall not be disturbed. The Resident Engineer shall direct that all work within a 60-foot radius of the discovery be stopped and that the area be protected. The Resident Engineer, in consultation with the paleontologist, will investigate and modify the dimensions of the protected area, if necessary. Paleontological resources will not be removed from the project site without authorization. Work will not resume within the specified radius of the discovery until authorized by the Resident Engineer.

SC-CI-17: The construction contractor shall attend a preconstruction meeting with the Paleontological Salvage Team and the Resident Engineer to establish procedures for cooperation in the event fossil remains are encountered and to provide for worker safety during monitoring and salvage activities. The Principal Paleontologist and the Caltrans paleontology coordinator will be present at pregrading meetings to consult with grading and excavation contractors.

Hazardous Waste/Materials

SC-CI-18: Appropriately manage, per regulatory compliance requirements, environmental AOCs including TWW and transformers if encountered prior to or during construction.

SC-CI-19: As part of the ROW acquisition process, property to be acquired will be tested for ACM and LBP. If ACM and LBP are found, the contractor will remove these materials per California Occupational Safety and Health Administration standards. Removal and/or disturbance of ACM must be conducted by a California Occupational Safety and Health Administration-registered and State-licensed asbestos removal contractor. At no time shall the identified asbestos-containing construction materials be drilled, cut, sanded, scraped, or otherwise disturbed by untrained personnel. Construction activities involving the potential for impacting asbestos-containing construction materials shall be conducted in accordance with the requirements of Title 8 of the CCR, Section 1529. Written notification shall be made to the California Occupational Safety and Health Administration at least 24 hours prior to the initiation of any construction activities that involve asbestos-related work of at least 100 square or linear feet.

SC-CI-20: Any compromised soils, if present, will be removed and disposed of per regulatory requirements.

Air Quality

SC-CI-21: The contractor shall implement all applicable measures that are feasible during construction. Examples of air quality control measures include:

- All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water or chemical stabilizer/ suppressant, or they shall be covered with a tarp, another suitable cover, or vegetative groundcover.
- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively

controlled of fugitive dust emissions by applying water or by presoaking.

- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported offsite, all material shall be covered or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
- Within urban areas, an owner/operator shall prevent carryout and trackout, or immediately remove carryout and trackout when it extends 50 feet or more from the nearest unpaved surface exit point of the site.
- Any construction site with 150 or more vehicle trips per day shall prevent carryout and trackout.
- Limit traffic speed on unpaved roads to 15 miles per hour (mph) at construction sites with high emissions of fugitive dust. The following measures shall be implemented at large construction sites near sensitive receptors:
  - Install wheel washers for all exiting trucks, or wash off tires of trucks and equipment leaving the site.
  - Install wind breaks at windward side(s) of construction areas.
  - Suspend excavation and grading activities when wind exceeds 20 mph.
  - Limit areas subject to excavation, grading, and other earthwork activity at any one time.

SC-CI-22: The contractor shall comply with the following Caltrans' Standard Specifications and SCAQMD rules, ordinances, and regulations:

- The construction contractor must comply with SCAQMD Rule 403 (Fugitive Dust), which specifies actions or control measures to

prevent, reduce, or mitigate PM emissions generated from construction, demolition, excavation, extraction, and other earth-moving activities.

- Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Soil binder will be spread on any unpaved roads used for construction purposes and all project construction parking areas.
- Trucks will be washed off as they leave the ROW as necessary to control fugitive dust emissions.
- Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in CCR Title 17, Section 93114.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Keep construction areas clean and orderly.
- Track-out reduction measures, such as gravel pads, will be used at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- All transported loads of soils and wet materials will be covered prior to transport or adequate freeboard will be provided (i.e., space from the top of the material to the top of the truck) to reduce PM_{10} and deposition of particulates during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be removed to decrease PM.
- The construction contractor must comply with Caltrans Standard Specifications in Section 14-9.
- Section 14-9.02 includes specifications relating to compliance with air pollution control rules, regulations, ordinances, and statutes of the local ordinances and air quality management district.
- Section 14-9.03 includes specifications relating to preventing and alleviating dust by applying water, dust palliative, or both and by covering active and inactive stockpiles.

Noise and Vibration

SC-CI-23: The contractor shall be required to adhere to the following equipment noise-control measures:

- Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
- Construction methods or equipment that will provide the lowest level of noise and ground vibration impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used.
- Idling equipment shall be turned off.
- Construction activities shall be coordinated to build recommended permanent soundwalls during the first phase of construction to protect sensitive receivers from subsequent construction noise, dust, light, glare, and other impacts, to the extent feasible.
- Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.
- Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).
- Construction activities shall be minimized to the extent possible in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. However, nighttime construction may be desirable (e.g., in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the City or County shall occur before construction can be performed in noise-sensitive areas between 9:00 p.m. and 6:00 a.m.

SC-CI-24: The contractor shall be required to adhere to the following vibration control measures:

- Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).
- The owner of a building close enough to a construction vibration source that could cause damage to that structure could be entitled to a preconstruction building inspection to document the preconstruction condition of that structure.
- Conduct vibration monitoring during vibration-intensive activities.

SC-CI-25: The contractor shall be required to adhere to the following administrative noise control measures:

- Once details of the construction activities become available, the contractor shall work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.
- Good public relations shall be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities shall be provided. A construction noise monitoring program to track sound levels and limit the impacts shall be implemented.
- In case of construction noise complaints by the public, the Resident Engineer shall coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or temporarily suspended, if necessary.

Energy

SC-CI-26: The contractor shall identify specific measures that reduce the amount of refuse generated by construction of the proposed project, consistent with the waste reduction requirements established by the California Integrated Waste Management Act of 1989.

Invasive Species

SC-CI-27: In compliance with the Executive Order on Invasive Species (EO 13112) and subsequent guidance from FHWA, Caltrans shall not use species listed as invasive as part of landscaping erosion control measures. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. To adhere to this requirement, any landscape designs shall be submitted to Caltrans for review and concurrence by a qualified biologist during the project design phase. The review shall verify that no noxious weeds/invasive exotic plant species are in the proposed landscaping plan. If the plan contains noxious weeds/invasive species, the reviewing biologist shall coordinate suitable substitutes.

3.4 Project Alternatives and Significant Irreversible Environmental Changes

3.4.1 Alternatives to the Proposed Project

CEQA Guidelines Section 15126.6 states that an EIR shall describe and evaluate a range of reasonable alternatives to the project, including the "no project" alternative and alternative locations for the project. The No Build Alternative discussed in Section 1.3.1.3 is the "no project" alternative, which represents the continuation of existing conditions, and its impacts are discussed in Chapter 2 under each environmental issue. The No Build Alternative would generally not result in environmental changes and would be considered environmentally superior because no direct change to the existing environment would occur; however, it would not meet the project purpose and need and would have greater impacts related to traffic.

Due to the objectives of the project, as based on its purpose and need to improve operational deficiencies on Grove Avenue, an alternative site would not meet any of the project objectives and has been dismissed from consideration. Also, other alternatives to the project are constrained by the existing alignment of Grove Avenue. Consideration of reversible lanes in the design of the project was rejected because the project is not intended to increase capacity but to improve traffic flow.

During the initial design of this project, three alternatives were developed: widening Grove Avenue on both sides, widening Grove Avenue to the east, and widening Grove

Avenue to the west. Because widening Grove Avenue on both sides would lead to a displacement of existing land uses on both sides of the street, this alternative was rejected early. Instead, widening to the east or the west was further considered, with both alternatives including three through lanes in each direction along Grove Avenue, while avoiding impacts to the historic Jay Littleton Ballpark.

The alternative that would generally widen Grove Avenue to the east (i.e., widen Grove Avenue from 4th Street to I Street to the west [to avoid impacts to the historic Jay Littleton Ballpark]; widen Grove Avenue to the east between I Street and Holt Boulevard; and widen Grove Avenue on both sides between Holt Boulevard and State Street/Airport Drive) was subsequently chosen as the Build Alternative.

The rejected alternative, which would generally widen Grove Avenue to the west, would have had the same six lanes as the Build Alternative. Specifically, under this rejected alternative, Grove Avenue would be widened to the west north of the SPRR until north of G Street. North of G Street to 4th Street, the alignment would match that of the Build Alternative and would widen Grove Avenue to the east from G Street to I Street and to the west from I Street to 4th Street. With the same proposed six-lane configuration, impacts related to traffic, noise, and air quality would generally be the same as the Build Alternative.

On the other hand, the ROW impacts of widening Grove Avenue to the west would affect 17 residential parcels, 2 vacant parcels, 1 building at Sovereign Grace Baptist Church, and areas at Grove Memorial Park and John Galvin Park, as identified in Section 1.3.3.1. Due to the more extensive ROW requirements and associated property displacements and park impacts, this alternative was eliminated from further consideration. As such, this alternative cannot be considered an environmentally superior alternative to the proposed project.

Therefore, while the No Build Alternative will not result in environmental impacts, traffic conditions on Grove Avenue would deteriorate over time, leading to increased congestion and associated vehicle pollutant and GHG emissions. The impacts of the Build Alternative would be avoided by the No Build Alternative on all other issue areas. However, the Build Alternative (proposed project) would meet the project's purpose and need and would be environmentally superior compared to the other rejected alternatives.

3.4.2 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(c) states significant irreversible environmental changes to nonrenewable resources which would be caused by the proposed project, should it be implemented, must be addressed. Construction of the Build Alternative would involve a modest irreversible commitment to the use of fossil fuels, labor, public capital, and construction materials (e.g., cement, aggregate). In addition to the costs of construction and ROW for the Build Alternative, there would be increased ongoing costs for facility maintenance, including pavement, roadside litter/sweeping, signs and markers, electrical, and stormwater control. Savings in travel time and improved transportation efficiency would offset this use of materials, labor, resources, and funds.

Generally, a project would result in potentially significant irreversible environmental changes if:

- The primary and secondary impact would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The project would involve a large commitment of nonrenewable resources; and
- The proposed consumption of resources is not justified.

Significant irreversible environmental changes are not anticipated for the following resources: aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, growth, population and housing, public services, farmlands, community impacts, utilities and services, recreation, or transportation and traffic.

Primary impacts would result from the consumption of nonrenewable resources during construction and operation of the proposed project. Nonrenewable resources, such as sand, gravel, and steel, and renewable resources, such as lumber, would be consumed during project construction. Energy, fossil fuels, oils, and natural gas would be irreversibly committed during construction. These same resources are used for vehicles and heating/cooling equipment during operations. The continued use of these resources associated with project operations represents a long-term obligation.

The commitment of these resources to the Build Alternative is based on the concept that residents, workers, travelers, and others in the immediate area, region, and state

would benefit from the improved quality of the roadway facility. These benefits include improved accessibility, travel time, and safety. The benefit of the Build Alternative is expected to outweigh the commitment of resources to the project.

3.5 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to GHG emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the United States, the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” “Greenhouse gas mitigation” is a term for reducing GHG emissions to reduce or “mitigate” the impacts of climate change. “Adaptation” refers to planning for and responding to impacts resulting from climate change (e.g., adjusting transportation design standards to withstand more intense storms and higher sea levels).

3.5.1.1 Regulatory Setting

This section outlines federal and State efforts to comprehensively reduce GHG emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

NEPA (42 U.S.C. Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

FHWA recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.[8] This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability."[9] Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92) (102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

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[8] https://www.fhwa.dot.gov/environment/sustainability/resilience/
[9] https://www.sustainablehighways.dot.gov/overview.aspx

Energy Policy Act of 2005 (109th Congress H.R.6) (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 U.S.C. Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance*, 74 *Federal Register* 52117 (October 8, 2009): This federal EO set sustainability goals for federal agencies and focuses on making improvements in their environmental, energy, and economic performance. It instituted as policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities.

EO 13693, *Planning for Federal Sustainability in the Next Decade*, 80 *Federal Register* 15869 (March 2015): This EO reaffirms the policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities. It sets sustainability goals for all agencies to promote energy conservation, efficiency, and management by reducing energy consumption and GHG emissions. It builds on the adaptation and resiliency goals in previous EOs to ensure agency operations and facilities prepare for impacts of climate change. This order revokes EO 13514.

EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing FCAA and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

EPA, in conjunction with the National Highway Traffic Safety Administration (NHTSA), issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010[10] and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 mpg by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 mpg by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 mpg by 2025 was appropriate. In March 2017, President Donald Trump ordered EPA to reopen the review and reconsider the mileage target.[11]

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO_2 emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

Presidential EO 13783, *Promoting Energy Independence and Economic Growth*, of March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, N_2O, and CH_4.

State

With the passage of legislation, including State Senate and Assembly bills and EOs, California has been innovative and proactive in addressing GHG emissions and climate change.

AB 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires ARB to develop and implement regulations to reduce automobile and light truck GHG

[10] http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq

[11] http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256 and https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse

emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of AB 32 in 2006 and SB 32 in 2016.

AB 32, Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and State agencies with regard to climate change.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

SB 97, Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

SB 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The MPO for each region must then develop an SCS that integrates

transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, CEC, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all State agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). Finally, it requires the California Natural Resources Agency (Resources Agency) to update the State's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32 Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

3.5.1.2 Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. ARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. ARB is moving forward with a discussion draft of an updated Scoping Plan that will reflect the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California. ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3-1 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 $MMTCO_2e$. The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 $MMTCO_2e$, showing progress towards meeting the AB 32 goals.

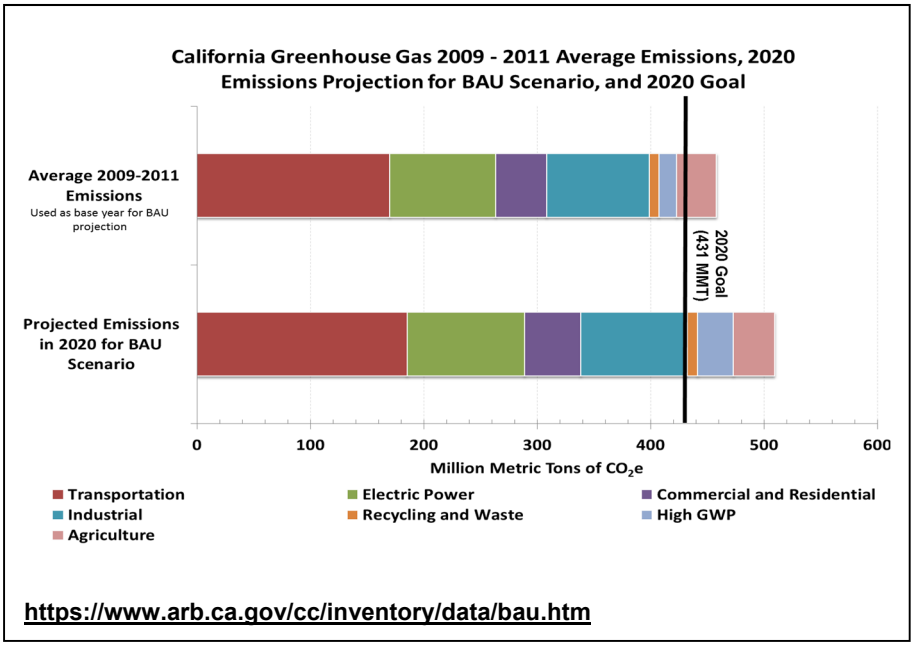


Figure 3-1. 2020 Business as Usual (BAU) Emissions Projection 2014 Edition

This projection accounts for updates to the economic forecasts of fuel and energy demand, as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity

Standard (30 $MMTCO_2e$ total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 $MMTCO_2e$.

3.5.1.3 Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

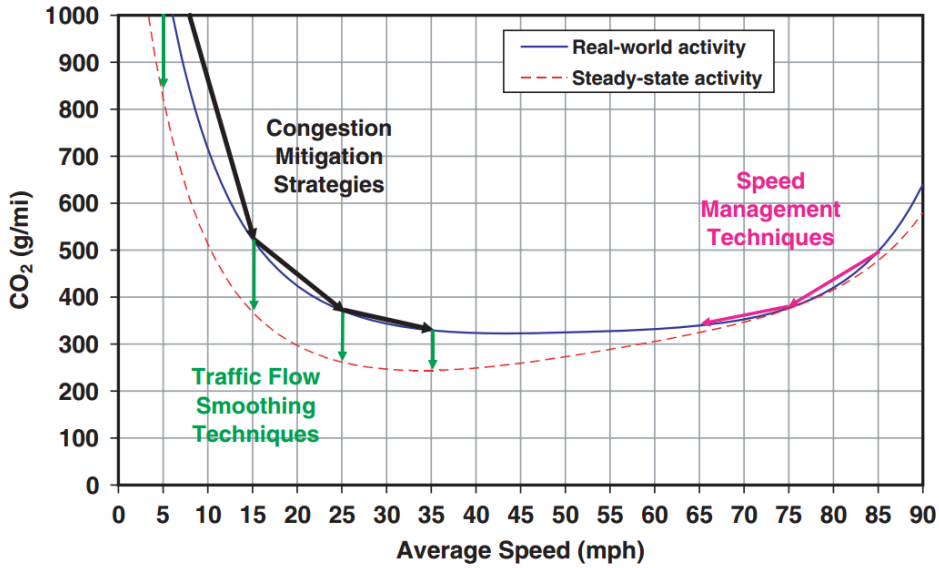
Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued concurrently.

FHWA supports these strategies to lessen climate change impacts, which correlate with efforts that California is undertaking to reduce GHG emissions from the transportation sector.

The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 mph) and speeds over 55 mph; the most severe emissions occur from zero to 25 mph (see Figure 3-2). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced.

The purpose of the proposed project is to alleviate existing and anticipated future congestion along Grove Avenue between 4th Street and Airport Drive; improve traffic operations and mobility to and from Ontario International Airport, existing and future

cargo hub facilities near Grove Avenue and Holt Boulevard, and other planned uses; and to provide continuity along Grove Avenue.



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (http://uctc.berkeley.edu/research/papers/846.pdf)

Figure 3-2. Possible Use of Traffic Operation Strategies in Reducing On-Road CO_2 Emissions

A quantitative analysis estimating CO_2 emissions for existing and future No Build Alternative and Build Alternative conditions was performed using ARB's EMFAC2011 emission model.

Climate Change Significance Criteria

According to the Resources Agency, "due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis." According to Appendix G of the CEQA Guidelines, the following criteria may be considered to establish the significance of GHG emissions: Would the project:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

As discussed in Section 15064.4 of the CEQA Guidelines, the determination of the significance of GHG emissions calls for a careful judgment by the lead agency, consistent with the provisions in Section 15064. Section 15064.4 further provides that

a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

1) Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
2) Rely on a qualitative analysis or performance-based standards.

Section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

1) The extent to which the project may increase or reduce GHG emissions compared to the existing environmental setting;
2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Based on ARB's analysis that statewide 2020 BAU GHG emissions would be 596 $MMTCO_2e$ and that 1990 emissions were 427 $MMTCO_2e$, local lead agencies have estimated that a reduction of 28.35 percent below BAU is required to achieve the AB 32 reduction mandate (ARB, 2010).

As previously discussed, the air quality for the proposed project area is regulated by SCAQMD, the agency principally responsible for comprehensive air pollution control in San Bernardino County; however, SCAQMD does not have specific Significance Thresholds for GHG emissions.

On February 18, 2010, the CEQ released draft guidelines on when and how agencies must consider GHG emissions and climate change in their proposed actions. The draft guidance explains how agencies should analyze the environmental impacts of GHG emissions and climate change when they describe the environmental impacts of a proposed action. It provides practical tools for agency reporting, including a

presumptive threshold of 25,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) emissions from the proposed action to trigger a quantitative analysis and instructs agencies how to assess the effects of climate change on the proposed action and their design.

Quantitative Analysis

A quantitative analysis estimating CO_2 emissions for existing, No Build Alternative, and Build Alternative was performed using Caltrans' CT-EMFAC and is provided in Table 3-3. Inputs used to estimate CO_2 emissions were peak and off-peak total VMT, vehicle mix, and VMT distribution by speed.

Table 3-3. Maximum CO_2 Emissions[1]

Pollutant	Existing	No Build 2025	Build 2025	No Build 2045	Build 2045
CO_2 emissions	3,686	5,281	5,167	8,235	7,266
Note: CO_2 emissions are measured in tons.					

Source: Air Quality Report, Grove Avenue Corridor Project, February 2017.

CO_2 emissions are expected to increase from existing conditions to 2045 conditions due to increases in total VMT; however, as shown in Table 3-4, in future 2025 conditions, VMT slightly decreases from no-build to build conditions, resulting in a slight decrease of CO_2 emissions. Likewise, in 2045 conditions, the total VMT is expected to decrease from no-build to build conditions; therefore, a substantial increase of CO_2 emissions would not occur. Currently, there are no federal or State standards set for CO_2 emissions; therefore, the estimated emissions shown in Table 3-4 are only useful for a comparison between alternatives. The numbers are not necessarily an accurate reflection of what the true CO_2 emissions would be because CO_2 emissions are dependent on other factors that are not part of the model, such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO_2 emissions, not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives such as ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

Table 3-4. VMT Percentage Differences

Intersection	VMT % Differences			
	Existing and 2025 No Build	Existing and 2045 No Build	2025 No Build and Build Alternatives	2045 No Build and Build Alternatives
Grove Avenue/Holt Boulevard	50	118	-1.6	-4.0
Grove Ave/State Street-Airport Drive	29	73	3.5	-2.1
Grove Avenue/Mission Boulevard	35	84	-5.5	-5.2

Source: Air Quality Report, Grove Avenue Corridor Project, February 2017.

3.5.1.4 Construction Emissions

Construction GHG emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

3.5.1.5 CEQA Conclusion

While the project would result in a slight increase in GHG emissions during construction, it is anticipated that the proposed project would not result in an increase in operational GHG emissions in comparison to no-build conditions for each respective year. No specific GHG thresholds have been established for transportation projects. In the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, SCAQMD and its GHG CEQA Significance Stakeholder Working Group threshold of 10,000 $MTCO_2e$ was used to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, and to provide a comparison of the order of magnitude of project-generated emissions. The CT-EMFAC model was used to estimate CO_2 emissions for the existing and future no-build and build conditions. The increases in CO_2e emissions between existing conditions and project years 2025 and 2045 are attributable to increases in daily traffic volumes; however, GHG emissions are lower in the build conditions than for the no-build conditions for future opening and design years. Furthermore, CO_2e emissions for all project years, existing, no build,

and build, are far below SCAQMD and its GHG CEQA Significance Stakeholder Working Group threshold of 10,000 $MTCO_2e$; therefore, operation of the project does not cause a significant impact to global climate change.

In addition, the City prepared a Health Risk Assessment (Appendix F) in accordance with CEQA guidelines.

Consistency with Air Quality Management Plan

Consistency with the AQMP is typically determined by whether the project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the AQMPs.

Based on the air quality emissions modeling contained in this report, with the implementation of Standard Conditions SC-CI-21 and SC-CI-22, the air pollutant and GHG emissions associated with the proposed project would be below the applicable thresholds of significance. Thus, it is expected that there would be no significant short-term construction impacts nor long-term operational impacts on climate change due to the proposed project.

3.5.1.6 GHG Reduction Strategies

Statewide Efforts

To further the vision of California's GHG reduction targets outlined an AB 32 and SB 32, Governor Jerry Brown identified key climate change strategy pillars (concepts), as shown in Figure 3-3. These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of CH_4, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the State's climate adaptation strategy, Safeguarding California.

Figure 3-3. The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of VMT. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove CO_2 from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

City of Ontario Activities

The City is committed to reducing GHG emissions in accordance with the City's own plans, as well as other local, State, and federal plans and regulations such as the County of Riverside Climate Action Plan, SCAQMD policies, and SCAG's RTP/SCS.

City of Ontario General Plan

The City of Ontario General Plan Air Quality Element addresses air quality concerns including GHG emissions. The City is working to develop strategies to minimize the City's future impacts associated with accumulation of GHGs. The California Global

Warming Solutions Act of 2006 requires a cumulative reduction of GHG emissions by City operations and on a project-by-project basis.

Two policies, in particular, are associated with reducing GHG emissions. ER4-1 is a policy associated with land use. This policy intends to reduce GHG emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs-housing balance. ER4-3 is a policy associated with GHG emissions reductions. The policy states that the City will reduce GHG emissions in accordance with regional, State, and federal regulations.

City of Ontario Community Climate Action Plan

The City committed to the development of a Community Climate Action Plan with the GHG emissions reduction goal of 30 percent below BAU 2020 levels. This goal is roughly equivalent to the Scoping Plan adopted by the State in 2008 that recommends a target of 15 percent below current emissions levels. The primary purpose of the Community Climate Action Plan is to design a feasible strategy to reduce GHG emissions generated from community activities that is consistent with statewide Scoping Plan GHG reduction efforts.

Approximately 64 percent of the reductions needed to achieve the City's GHG reduction goal are achieved through State- and County-level programs, and 36 percent is achieved through City-level programs. The largest GHG reductions are identified in the areas of building energy, agriculture, and transportation.

Several on-road transportation measures have been identified to assist in reducing GHG emissions associated with transportation activities. The proposed project directly relates to Measure Trans-9 Roadway Management. The goal of this measure is to implement traffic and roadway management strategies to improve mobility and efficiency and reduced associated emissions. The goal is to reduce community vehicle fuel consumption by 2 percent.

Project-Level GHG Reduction Strategies

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. **Use of Reclaimed Water:** Currently, 30 percent of the electricity used in California is used for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces GHG emissions from electricity production.

2. **Landscaping:** Reduces surface warming and, through photosynthesis, decreases CO_2.
3. **Portland Cement:** Use of lighter colored surfaces, such as Portland cement, helps to reduce the albedo effect (i.e., measure of how much light a surface reflects) and cool the surface. Adding fly ash reduces the GHG emissions associated with cement production; it also can make the pavement stronger.
4. **Lighting:** Use of energy-efficient lighting, such as LED traffic signals.
5. **Idling Restrictions:** For trucks and equipment.

3.5.1.7 Adaptation Strategies

"Adaptation strategies" refer to how to plan for the effects of climate change on California's transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011, outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision makers manage climate risks.

USDOT issued the USDOT Policy Statement on Climate Adaptation in June 2011, committing to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that

taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions."

To further the USDOT Policy Statement, in December 15, 2014, FHWA issued Order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events). This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation's transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, State, and local levels.

State Efforts

On November 14, 2008, former Governor Arnold Schwarzenegger signed EO S-13-08, which directed several State agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all State agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability, and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report) was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (e.g., roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the Resources Agency, in coordination with local, regional, State, federal, and public and private entities, developed The California Climate Adaptation Strategy (December 2009), which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across State agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as Safeguarding California: Reducing Climate Risk (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring State agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how State agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise projections into planning and decision-making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to sea-level rise." The March 2013 update finalizes the SLR Guidance by incorporating findings of the National Academy's 2012 final Sea-Level Rise Assessment Report; the policy recommendations remain the same as those in the 2010 interim SLR Guidance. The guidance will be updated as necessary in the future to reflect the latest scientific understanding of how the climate is changing and how this change may affect the rates of sea-level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels.

The proposed project is outside the coastal zone and is not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

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Chapter 4 Comments and Coordination

4.1 Early Coordination and Consultation

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including PDT meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans and City efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

4.1.1 Notice of Preparation

To fulfill CEQA requirements, a Notice of Preparation (NOP) of an EIR was written and circulated to announce the commencement of the EIR process for the Grove Avenue Corridor Project. The NOP is included as Figure 4-1.

Submittal of the NOP to the State Clearinghouse (SCH) officially initiated the scoping period, which began on November 5, 2014, and ended 30 calendar days later on December 4, 2014. After receiving the NOP, the SCH identified the project as SCH #2014101071 and distributed copies of it to State agencies with a potential interest in the proposed project.

Fifteen (15) additional copies of the NOP were provided to the SCH. The following agencies and departments received a copy of the NOP via the SCH:

- ARB
- Caltrans (District 8)
- Department of Conservation, Fish and Wildlife Inland Deserts Region
- NAHC
- Office of Historic Preservation
- Department of Parks and Recreation
- Public Utilities Commission
- Santa Ana RWQCB
- SWRCB (Water Quality)
- DTSC
- SCAQMD

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

California Environmental Quality Act

Notice of Preparation

TO: Property Owners, Responsible Agencies & Interested Parties

FROM: City of Ontario, Planning Department, 303 East "B" Street, Ontario, CA 91764

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE GROVE AVENUE CORRIDOR WIDENING PROJECT

NOTICE IS HEREBY GIVEN that the City of Ontario will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

The Project description, location and the probable environmental effects are contained in the attached materials.

The proposed project ☒ is, ☐ is not, considered a project of statewide, regional or area-wide significance. The proposed project ☒ will, ☐ will not, affect highways or other facilities under the jurisdiction of the State Department of Transportation. A scoping meeting ☒ will, ☐ will not, be held on:

November 20, 2014 at 5pm at the Ontario Senior Center located at 225 East "B" Street, Ontario, CA 91764.

Your response must be sent at the earliest possible date, but no later than December 4, 2014. Please send your response to Richard Ayala, Senior Planner at the address shown above or at rayala@ci.ontario.ca.us. We will need the name for a contact person in your agency.

Project Title: Grove Avenue Corridor Widening Project

Project Location: The project site is generally located along Grove Avenue from north of 4th Street to Airport Drive in the City of Ontario, County of San Bernardino. Please refer to Figures 1 and 2.

Project Description: The proposed Grove Avenue Corridor Widening Project consists of widening Grove Avenue from four to six lanes from north of 4th Street to Airport Drive.

Environmental Issues: Based on an initial analysis of the Project, the following environmental topics will be analyzed further within the forthcoming Environmental Impact Report:

- Aesthetics;
- Air Quality, including potential Greenhouse Gas Emissions and Global Climate Change impacts;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use;
- Noise;
- Population and Housing;
- Public Services and Utilities;
- Recreation; and
- Transportation and Circulation.

Figure 4-1. Notice of Preparation (Page 1 of 3)

Project Sponsor:

City of Ontario
303 East "B" Street
Ontario, CA 91764-4105
Contact: Richard Ayala
Phone: (909) 395-2036

Consulting firm retained to prepare draft Environmental Impact Report:

Parsons
3200 East Guasti Road, Suite 200
Ontario, CA 91761
Contact: Ernie Figueroa
Phone: (909) 218-3560

Signature: _____ Date: 10/30/14

Name *(print or type)*: RICHARD AYALA Title: SENIOR PLANNER

Reference: California Code of Regulations, Title 14 (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Figure 4-1. Notice of Preparation (Page 2 of 3)

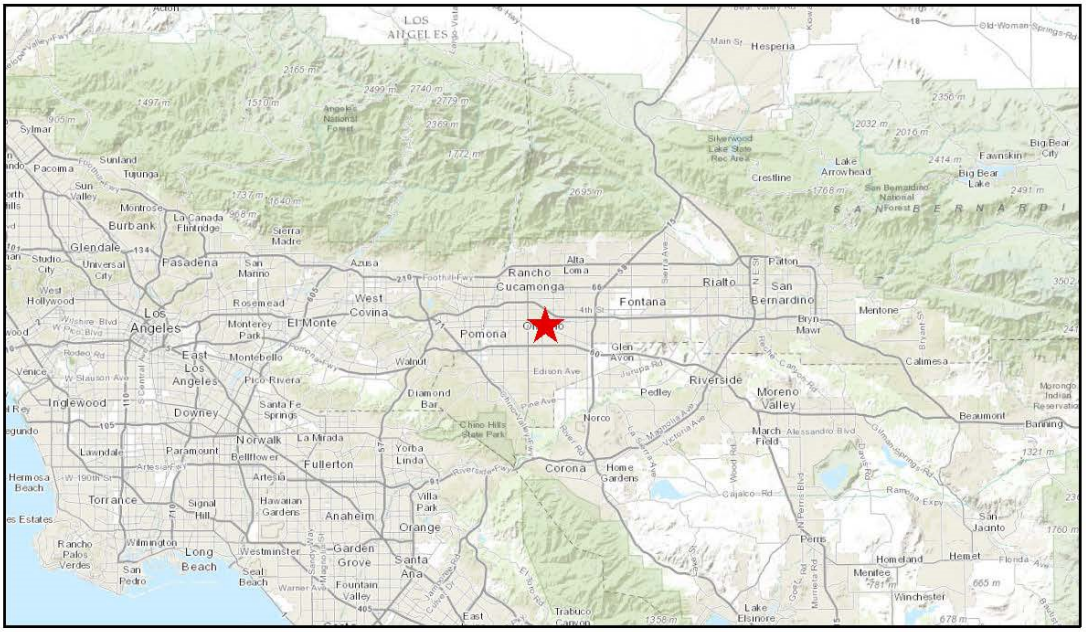

Figure 1
Project Location Map

Figure 2
Project Vicinity Map

Figure 4-1. Notice of Preparation (Page 3 of 3)

In addition, the NOP was mailed to 26 local, State, and federal agencies with potential interest in or jurisdiction of the proposed project. This mailer to agencies included a Notice of Initiation of Studies (NOIS) for the Grove Avenue Corridor Project.

4.1.2 Public Mailers and Newspaper Advertisement

On November 5, 2014, the City sent 1,100 public notices to all property owners within 300 feet of the project corridor. The public notice included summary information about the project, a project location map, information on the scoping meeting, and contact information for more information. The purpose of the public notice was to inform the public of the initiation of studies, announce the public scoping meeting, and announce the opportunity to comment on the proposed project. The one-page notice was printed double-sided, with an English version on the front side and a Spanish version on the back side. In addition, each mailer included a double-sided print with English and Spanish versions of the public notice for the Grove Avenue Corridor Project.

In addition, a newspaper notice was published for the project in the *Inland Valley Daily Bulletin* on November 7, 2014.

4.1.3 Scoping Meeting

During the 30-day scoping period, one public scoping meeting was held at the Ontario Senior Center to encourage public participation in the environmental process. The meeting was held November 20, 2014, from 5:00 to 6:00 p.m. for agency representatives and from 6:00 to 8:00 p.m. for the general public. The scoping meeting was held concurrently with a public hearing for the I-10/Grove Avenue Interchange Project.

The public scoping meeting was conducted in open-house format with aerial maps and informational boards on display. The informational boards included content related to the project purpose; proposed alternatives; potential impacts; environmental process; and conceptual project schedule. In addition, a comment station was set up so meeting participants could submit comments at the meeting. A PowerPoint presentation of all of the boards was translated into Spanish and played on loop for Spanish-speaking attendees. Staff members from the City, Caltrans, and Parsons were on hand to answer questions and facilitate the meeting.

Details regarding the number and affiliation of participants that attended the scoping meeting are provided in Table 4-1. If no affiliation was listed on the sign-in sheet, then the meeting attendee was counted as “resident.”

Table 4-1. Number and Affiliation of Participants at Scoping Meeting

Affiliation	November 20, 2014 Scoping Meeting Attendees
Resident	29
Community-Based Organization	1
Business Owner	4
Public Agency	1
Total	**35**

Source: Parsons, 2014.

A *Scoping Summary Report* (February 2015) was prepared for the proposed project. The purpose of the scoping process under CEQA is to examine a proposed project early in the environmental analysis/review process to identify the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid the potentially significant adverse environmental effects of those alternatives. The scoping process stresses early consultation with resource agencies, other State and local agencies, Tribal governments, and any federal agency whose approval or funding of the proposed project would be required for completion of the project, as well as interested members of the general public.

Under NEPA, the lead agency is required to conduct an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action (Section 1501. 7, 40 CFR). The scoping process is used to identify the range of alternatives to be addressed in the environmental document.

4.1.3.1 Public Scoping Comment Period Summary

A total of 24 comments were received during the scoping period. Fifteen (15) comment cards were completed and submitted at the scoping meeting. In addition, 2 letters were received from residents or property owners and 7 letters were received from notified agencies.

The following list summarizes the most common issues that property owners and residents identified during the scoping period. Most comments addressed more than one topic.

- Request to be added to project notification list for future updates – **6 comments**
- Noise impacts – **4 comments**
- Air quality impacts – **3 comments**
- Property value – **3 comments**

- Support for both projects – **2 comments**
- Requested poster slides in Spanish – **2 comments**
- Community impacts – **2 comments**
- Business impacts – **2 comments**
- ROW acquisition – **2 comments**
- Suggestions for design variations – **2 comments**
- Concerns over road closures and circulation during construction – **1 comment**
- Oppose both projects – **1 comment**
- Flood control facility impacts – **1 comment**

Finally, comments received from local, State, and federal agencies are summarized in Table 4-2.

Table 4-2. Summary of Agency Comments Received during the Scoping Period

Agency	Comment
CDFW	• Requested that the environmental document contain sufficient biological resource analysis, quantification of impacts, cumulative impact analysis, and mitigation measures. • Confirmed that a Lake or Streambed Alteration Agreement would be necessary to construct the project. • Noted that special-status species surveys and an incidental take permit may be required.
NAHC	• Requested that a records search, Sacred Lands File check, and coordination with Native American groups be conducted. • Requested that mitigation measures for cultural resources be included in the environmental document. • Noted that an archaeological inventory survey may be required.
SCAQMD	• Provided guidance for air quality analysis and suggested quantification of construction and operational emissions. • Suggested use of SCAQMD regional and localized significance thresholds. • Recommended conducting a mobile source health risk assessment and analysis of all toxic air contaminant impacts.
Ontario-Montclair School District	• Provided a list of schools in the project vicinity. • Suggested specific content to be included in the project's TMP.
San Bernardino County Department of Public Works	• Requested that the environmental document examine hydrology and water quality impacts. • Requested the opportunity to review the draft environmental document and design plans when available.
City of Rancho Cucamonga	• Provided no comments, but requested to be included in future project-related correspondence.

Table 4-2. Summary of Agency Comments Received during the Scoping Period

Agency	Comment
USACE	• Confirmed that a Section 404 permit would be necessary to construct the project. • Indicated that the proposed project may also require a Section 408 permit and other real estate approvals issued through the USACE Asset Management Division.
EPA	• On April 28, 2015, the TCWG, which includes EPA personnel, provided concurrence that the project was not a POAQC based on the $PM_{2.5}$ and PM_{10} review forms that were submitted, as shown in Appendix A of the *Air Quality Report* (February 2017). Also provided in Appendix A of the *Air Quality Report* is the TCWG's confirmation that the proposed project in not a POAQC and does not require a hot-spot analysis to be performed.

The comments received during the scoping period were shared with the PDT and were considered during the development of alternatives and evaluation of environmental impacts.

4.2 Native American Consultation and Coordination

On March 9, 2015, the NAHC was requested to review its sacred land records. The NAHC responded on April 22, 2015, stating that the search of the sacred land file failed to indicate the presence of Native American cultural resources in the immediate project area. However, six Native American Tribes, groups, and individuals were still contacted to solicit any concerns regarding cultural resources within the project vicinity. Table 4-3 shows all individuals who were contacted regarding consultation, title, organization, and responses to the project.

Table 4-3. Native American Consultation

Name	Title	Organization	Response
Anthony Morales	Chairperson	Gabrieliño/Tongva San Gabriel Band of Mission Indians	Requested that archaeological monitoring should be conducted to capture any subsurface archaeological material.
Sandonne Goad/ Sam Dunlap	Chairperson/ Cultural Resources Director	Gabrieliño/Tongva Nation	Consultation deferred to Mr. Sam Dunlap. Mr. Dunlap recommended archaeological monitoring and oversight during construction. He requested to be informed of any unanticipated discovery of prehistoric cultural material and have the option of implementing a Native American monitoring component.
Andrew Sales	Chairperson	Gabrieliño Band of Mission Indians	No response.

Table 4-3. Native American Consultation

Name	Title	Organization	Response
Daniel F. McCarthy	Cultural Resources Management	San Manuel Band of Mission Indians	Mr. McCarthy requested a copy of the record of findings and a copy of a draft cultural resources report.
Goldie Walker		Serrano Nation	Ms. Goldie Walker requested to be notified if any cultural resources are observed during construction activities related to the project; she emphasized she would like to be contacted no matter how small the artifact. She also requested to be contacted immediately if any human remains are encountered.

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Chapter 5 List of Preparers

The following Caltrans staff and consultants contributed to preparation of the draft and final environmental documents.

5.1 Caltrans Staff

Aaron Burton, Senior Environmental Planner

5.2 Consultant Staff

Group Delta

Glenn Burks, Director of Environmental Services. Bachelor of Science, Chemical Engineering, University of California, San Diego; Ph.D. Environmental Engineering, University of California, Los Angeles; Professional Chemical Engineer. 21 years of experience in Process Engineering; Phase II Soil Investigations; Environmental Compliance; Remedial Investigation, Remedial Design and Implementation including Green and Sustainable Remediation. Contribution: Oversight and author of the Site Investigation and the Aerially Deposited Lead Investigation.

Jack Packwood, Senior Project Manager. Bachelor of Science, Environmental Science, University of California, Riverside; Master of Science, Environmental Science, California State University, Fullerton. 12 years of experience in construction compliance, site assessment, remediation, water quality, stormwater, and waste management. Contribution: Project Manager for the Aerially Deposited Lead Study and Site Investigation.

Cogstone

Sherri Gust, Qualified Principal Paleontologist. Bachelor of Science, University of California Davis; Master of Science, Anatomy (Evolutionary Morphology), University of Southern California, Los Angeles. 35 years of experience in California paleontology. Contribution: Author of Archaeological Survey Report, contributing author of the Paleontological Identification Report/ Paleontological Evaluation Report.

John Harris, Paleontology Practice Leader. Ph.D., Geology with paleontology emphasis, University of Bristol. 40 years of experience. Contribution:

Contributing author of the Paleontological Identification Report/ Paleontological Evaluation Report.

Kim Scott, Principal Paleontologist. Master of Science, Biology with paleontology emphasis, California State University, San Bernardino. 20 years of experience in California paleontology. Contribution: Contributing author of the Paleontological Identification Report/Paleontological Evaluation Report.

Helix Environmental Planning

Karl Osmundson, Principal Biologist/Biology Group Manager

Joshua Zinn, Ecologist and Regulatory Specialist

Entech Consulting Group

Zack Dennis, Environmental Scientist. G.D.E., Metallurgy, University of the Witwatersrand, Johannesburg, South Africa, 2004; Bachelor of Science, Chemistry, Harvey Mudd College. 16 years of experience performing TNM 2.5 noise modeling, noise monitoring and writing NSRs. Contribution: Co-author of NSR.

Michelle A. Jones, Principal Engineer. Bachelor of Science, Civil Engineering, University of Washington. 23 years of experience performing and managing the development of NSRs. Contribution: Co-author of NSR.

Parsons

Josephine Alido, Principal Planner. Bachelor of Science, Architecture, University of the Philippines and Masters in Planning, University of SOuthenr California. 28 years of experience in CEQA documentation and processing. Contribution: Revised environmental document per City and Caltrans comments.

Joza M. Burnam, Senior Planner. Bachelor of Science, Environmental Sciences, University of California, Riverside. 9 years of air quality and noise experience. Contribution: Coordinated, assisted in preparation of, and reviewed NSR and Air Quality Study; contributing author of the draft environmental document; and review of the environmental document.

Monica Corpuz, Associate Planner. Master of Arts, Anthropology-Public Archaeology, California State University, Northridge. 3 years of environmental planning experience. Contribution: Author of Section 4(f) Report; coordinated, assisted in preparation of, and reviewed HPSR and HRER; reviewed ASR,

Paleontological Identification Report/Paleontological Evaluation Report; contributing author of the draft environmental document; and review of the environmental document.

Sidra Fatima, Associate Environmental Planner. Bachelor of Science, Urban and Regional Planning; Minor in Geographic Information Systems, California State Polytechnic University, Pomona. 2 years of planning experience. Contribution: Researched census data, created exhibits and assisted in preparation of Community Impact Assessment; contributing author of Section 4(f); contributing author of the draft environmental document; and review of the environmental document.

Ernie Figueroa, Principal Project Manager. Juris Doctorate, University of La Verne. 25 years of experience in project management and CEQA/NEPA document preparation oversight. Contribution: Peer review and quality assurance/quality control of the environmental document.

Melissa Gomez PE., Project Engineer. Bachelor of Science, Structural Engineering, University of California San Diego; MEng Civil & Environmental Engineering, Cornell University. 6 years of engineering experience. Contribution: Author of Noise Abatement Decision Report and Cost Estimates.

Emily Hoyt, Associate Planner. Bachelor of Arts, Urban Studies, Loyola Marymount University. 4 years of environmental planning experience. Contribution: Coordinated and assisted in preparation of the Community Impact Assessment, response to comments, and review of the environmental document.

Teak Kim. Bachelor of Science, Civil Engineering, Keimyung University, South Korea; Master of Science and PhD, Civil & Environmental Engineering, University of Louisville, Kentucky. 23 years of experience performing TNM 2.5 noise modeling, noise monitoring and writing NSRs. Contribution: Co-author of NSR.

Greg King, Senior Project Planner. Bachelor of Arts, History, University of California, Santa Barbara; Master of Arts, Public Historical Studies, University of California, Santa Barbara. 35 years of environmental planning experience. Contribution: Reviewed HPSR and contributed evaluations of properties for the HRER.

Liz Koos, Lead Technical Editor. 28 years of editing experience. Contribution: Technical Editor.

Jeffrey Lormand, Registered Landscape Architect (CA Number 3576). Masters in Landscape Architecture, University of Arizona. 10 years of visual impact assessment experience. Contribution: Review of the Visual Impact Assessment report.

Robert Malone, AICP, Project Planner. Bachelor of Science Management, Clemson University; Master of Regional Planning, University of Massachusetts, Amherst. 16 years of environmental planning experience. Contribution: Contributing author of the draft environmental document and review of the environmental document.

Eve Moir, Associate Planner. Bachelor of Arts, Political Science and Master of Urban Regional Planning, California State Polytechnic University, Pomona. More than 1 year of environmental planning experience. Contribution: Assisted in preparation of and reviewed Community Impact Assessment, HPSR, HRER; contributing author of Section 4(f); assisted with environmental document distribution production and review of the environmental document.

Arianne Preite, Principal Scientist. Master of Science, Environmental Science, Bachelor of Science, Biological Science, California State University, Fullerton. 16 years of environmental planning/biology experience. Contribution: Quality assurance/quality control review of Jurisdictional Delineation, Natural Environment Study, and biology section.

James Santos, Senior Planner. Bachelor of Arts, Urban Economics and Bachelor of Arts, English, University of Toronto. 10 years of experience in environmental and transportation planning. Contribution: Draft environmental document preparation and quality assurance/quality control.

Angela Schnapp, Principal Planner. Master of Science, Environmental Engineering and Bachelor of Science, Nuclear Engineering, University of Illinois Urbana-Champaign. 18 years of experience in environmental and transportation planning. Contribution: Draft environmental document preparation and quality assurance/quality control.

Veronica Seyde, Project Scientist. Certified Professional in Erosion and Sediment Control, Certified Professional in Storm Water Quality, Qualified SWPPP Developer. Master of Science, Environmental Studies, California State University, Fullerton. More than 25 years of experience in water quality sciences. Contribution: Preparer of sections of the Water Quality Technical Report.

Vincent Tong, Associate Planner. Bachelor of Science, Environmental Engineering, University of California, San Diego; Master of Urban and Regional Planning, University of California, Irvine. 1 year of environmental planning experience. Contribution: Assisted in preparation of Community Impact Report; contributing author of the draft environmental document.

Daniel Wagner, Professional Engineer, Senior Engineer. Bachelor of Science, Civil Engineering, San Diego State University. 9 years of roadway design, drainage design, and project management experience. Contribution: Engineering support, Section 4(f), and water quality.

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Chapter 6 Distribution List

Federal Agencies

Karin Cleary-Rose
United States Department of the Interior
Fish and Wildlife Service
Ecological Services
777 East Tahquitz Canyon Way
Suite 208
Palm Springs, CA 92262

Kaveh Sadeghzadeh, Director
Public Affairs Division
Natural Resources Conservation Service
USDA Natural Resources Conservation Service
Attn: Legislative and Public Affairs Division
1400 Independence Avenue, SW
Room 6121-S
Washington, D.C. 20250

Veronica Li, Senior Project Manager
Transportation and Special Projects Branch
Los Angeles District Regulatory Division
U.S. Army Corps of Engineers
915 Wilshire Boulevard, Suite 930
Los Angeles, CA 90017

Alexis Strauss,
Environmental Review Office
Communities and Ecosystems Division
United States Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

State Agencies

Aaron Burton
Branch Chief
Caltrans District 8
464 West Fourth Street
6th Floor, MS 829
San Bernardino, CA 92401-1400

Tay Dam
Senior Transportation Engineer,
District 8, 12 (State Program)
FHWA
650 Capital Mall, Suite 4-100
Sacramento, CA 95814

Katy Sanchez
Associate Government Program Analyst
California Native American Heritage Commission
1550 Harbor Boulevard, Room 100
West Sacramento, CA 95691

Jeff Brandt
Senior Environmental Scientist
California Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Boulevard
Suite C220
Ontario, CA 91764

Gary Watts
District Superintendent
California Department of Parks and Recreation
17801 Lake Perris Drive
Perris, CA 92571

Director,
Policy and Planning Division
Public Utilities Commission
Policy and Planning Division
San Francisco Office
505 Van Ness Avenue
San Francisco, CA 94102

Ed Krusey
Southern Division Lieutenant
California Highway Patrol
411 N. Central Avenue
Glendale, CA 91203

John Lowrie, Acting Assistant Director
Land Resource Protection
California Department of Conservation, Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814

Julianne Polanco
State Historic Preservation Officer
Office of State Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Regional Agencies

Daniel Garcia
Program Supervisor
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

Art Yoon, Senior Regional Planner
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Mazin Kasey, Deputy Director, Transportation
County of San Bernardino,
Department of Public Works
825 East Third Street
San Bernardino, CA 92415-0835

Kevin Blakeslee, Director
San Bernardino County
Department of Public Works
825 E. Third Street
San Bernardino, CA 92415

Ray Wolfe
Executive Director
SBCTA/SBCOG
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Wanda Cross
Chief of Regional Planning Programs
Regional Water Quality Control Board
Region 8
3737 Main Street, Suite 500
Riverside, CA 92501

Terri Rahhal, Director
County of San Bernardino,
Land Use Services
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

David Doublet, Deputy Director,
Flood Control District
County of San Bernardino,
Department of Public Works
825 East Third Street
San Bernardino, CA 92415-0835

Local Agencies and Organizations

Candyce Burnett, Planning Director,
Cosntruction and Development Department
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Michael Diaz, Planning Manager
Community Development Department
City of Montclair
5111 Benito Street
Montclair, CA 91763

James Q. Hammond, Ed.D.
Superintendent
Ontario-Montclair School District
950 West D Street
Ontario, CA 91762

Jason Welday, PE, TE
Engineering Services Director
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91729

Phil Hillman, Chief Business Official
Ontario-Montclair School District
950 West D Street
Ontario, CA 91762

Harold Sullins
Assistant Superintendent
Upland Unified School District
390 North Euclid Avenue
Upland, CA 91786

Petrina Delman
Ontario Heritage Society
1007 N. Euclid Avenue
Ontario, CA 91762

Michael Polland
Development Services Director
City of Upland
460 North Euclid Avenue
Upland, CA 91786

Janet Temkin, Superintendent
Cucamonga School District
8776 Archibald Avenue
Rancho Cucamonga, CA 91730

Mathew Holton, Superintendent
Chaffey Joint Union High School District
211 West Fifth Street
Ontario, CA 91762

General Public

Mayra Gomez
932 E. Princeton Street
Ontario, CA 91764

Bruce Wee
1245 E. 4th Street
Ontario, CA 91764

Terry Moore
1205 East D Street
Ontario, CA 91764

John Hernandez
4732 Clair Street
Ontario, CA 91762

Josefina Rodriguez
719 North Alameda Avenue
Ontario, CA 91764

Roberto Rosas
510 North Grove Avenue
Ontario, CA 91764

Elaine Naranjo
849 East Princeton Street
Ontario, CA 91764

Alex Duran
1062 East Princeton Street
Ontario, CA 91764

Dr. Shay Salehrbai
1440 East 4th Street
Ontario, CA 91764

Danny Villanueva
203 North Grove Avenue
Ontario, CA 91764

Margaret Vermillion
1355 North Council Avenue
Ontario, CA 91764

Paramjit Sohi
1155 North Grove Avenue
Ontario, CA 91764

Raul Naranjo
849 East Princeton Street
Ontario, CA 91764

Petrina Delman
1007 North Euclid Avenue
Ontario, CA 91762

Moises Redol
416 North Grove Avenue
Ontario, CA 91764

David F. Stobaugh
701 Fifth Avenue, Suite 6550
Seattle, Washington 98104

Richard Martinez
755 North Alameda Avenue
Ontario, CA 91764

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