

Grove Avenue Corridor Project

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 8 – SBD – Ontario
FPN HPLUL-5092(039)/ Project ID: 0815000220

Executive Summary of the Draft Environmental Impact Report/ Environmental Assessment



Prepared by the

**State of California Department of Transportation
and
City of Ontario**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.



August 2019



The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and the City of Ontario have prepared this Draft Environmental Impact Report/Environmental Assessment (EIR/EA), which examines the potential environmental impacts of the alternatives being considered for the Grove Avenue Corridor Project (proposed project or project) located in San Bernardino County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The City of Ontario is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at:
 - Caltrans District 8 office at 464 W. 4th Street, San Bernardino, CA 92401 and at the City of Ontario City Clerk at 303 East “B” Street, Ontario, CA 91764-4105. This document may be downloaded at the following website: www.ontarioca.gov/planning
 - South Ontario Library, 3850 East Riverside Drive, Ontario, CA 91761
 - Ovitt Family Community Library, 215 East “C” Street, Ontario, CA 91764
- Attend the public meeting at the Ontario Senior Center located at 225 East “B” Street, Ontario, CA 91764 from 5:00 to 8:00 p.m. on September 19, 2019.
- We’d like to hear what you think. If you have any comments about the proposed project, please attend the public meeting and/or send your written comments to the City of Ontario by the deadline.
 - Submit comments via postal mail to:
Mr. Richard Ayala, Senior Planner, City of Ontario, Planning Caltrans,
“Attn: Grove Avenue Corridor Project”, 303 East “B” Street, Ontario, CA 91764-4105
 - Submit comments via e-mail to rayala@ontarioca.gov
- Be sure to submit comments by the deadline: October 2, 2019.

After comments are received from the public and reviewing agencies, the City of Ontario and Caltrans, as assigned by FHWA, may (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, the City of Ontario and Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Mr. Richard Ayala, Senior Planner, City of Ontario, Planning Department, "Attn: Grove Avenue Corridor Project", 303 East "B" Street, Ontario, CA 91764-4105; (909) 395-2036 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

Summary

National Environmental Policy Act Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 United States Code (U.S.C.) 327, for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (Moving Ahead for Progress in the 21st Century) (Public Law [P.L.] 112-141), signed by President Obama on July 6, 2012, amended 23 U.S.C. 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding (MOU) pursuant to 23 U.S.C. 327 (National Environmental Policy Act [NEPA] Assignment MOU) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of 5 years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions (CE) that FHWA assigned to Caltrans under the 23 U.S.C. 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Caltrans is the lead agency under NEPA. The City of Ontario (City) is the lead agency under the California Environmental Quality Act (CEQA). The proposed project is known as the Grove Avenue Corridor Project (Project) and is located in the city of Ontario, San Bernardino County, California.

S-1 Overview of Project Area

The City, in cooperation with Caltrans District 8, proposes to widen Grove Avenue in the city of Ontario and the county of San Bernardino from four to six lanes between 4th Street and State Street/Airport Drive. Grove Avenue is located approximately 1.4 miles east of Euclid Avenue and approximately 1.2 miles west of Vineyard Avenue along Interstate 10 (I-10). The project area is bound on the north by 4th Street and on the south by State Street/Airport Drive. The widened segment of Grove Avenue would be located south of I-10 and would serve the city of Ontario.

Land uses in the project vicinity include residential, commercial, industrial, parks and recreation, and public facilities. In the project study area, several approved or planned projects in the project study area may affect or require design coordination with the project. These projects are:

- I-10 Corridor Project (FHWA)
- I-10/Grove Avenue Interchange Project
- Omnitrans West Valley Connector (Federal Transit Administration [FTA])
- I-15 Corridor Improvement Project
- San Bernardino County Flood Control District's Master Stormwater System Maintenance Program (MSWMP)
- Metro Gold Line Foothill Extension Construction Authority
- College Park Specific Plan
- Ontario Center Specific Plan
- Ontario Festival Specific Plan
- Meredith International Centre Specific Plan
- Guasti Plaza Specific Plan
- Omnitrans Route 290
- San Bernardino County Transportation Authority (SBCTA) Ontario Airport Rail Access
- Mountain Village – City of Ontario Specific Plan
- Pomona Corridors Specific Plan

S-2 Purpose and Need

The purpose of the proposed Grove Avenue Corridor Project is to accomplish the following objective:

- Alleviate existing and anticipated future congestion along Grove Avenue between 4th Street and Airport Drive and improve traffic operations along the corridor in the city of Ontario.

Improvements to Grove Avenue are needed to accommodate recent and projected growth in passenger and goods/trucks movement associated with Ontario International Airport and changes in land use since Grove Avenue was originally constructed.

Based on traffic projections and the existing and planned land uses in the vicinity, the existing Grove Avenue facility is forecast to operate at unsatisfactory level of service (LOS) at three intersections within the project limits by 2045 without improvements.

S-3 Proposed Action

Caltrans, in cooperation with the City and the County, proposes to widen Grove Avenue from a four-lane roadway to a six-lane roadway from 4th Street to State Street/Airport Drive. Grove Avenue is located approximately 1.4 miles east of Euclid Avenue and approximately 1.2 miles west of Vineyard Avenue along I-10. The project area is bound on the north by 4th Street and on the south by State Street/Airport Drive.

One No Build Alternative and one Build Alternative are under consideration. The No Build Alternative would include no improvements.

The Build Alternative proposes local street improvements along Grove Avenue and improvements at the Grove Avenue/Holt Boulevard intersection. This alternative is bound on the north by 4th Street and on the south by State Street/Airport Drive. Table S-1 provides a summary of these alternatives. Because the No Build Alternative represents the scenario under which existing conditions remain unchanged, the Build Alternative has been identified by the Project Development Team (PDT) as the preferred alternative and is generally referred to as the Grove Avenue Corridor Project or the proposed project (or project) in this document.

S-4 Joint CEQA/NEPA Document

The Grove Avenue Corridor 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 both 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 actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. Section 327 and the MOU dated December 23, 2016, and executed by FHWA and Caltrans. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the USDOT Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 U.S.C.

326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, quite often a “lower level” document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report (EIR)/Environmental Assessment (EA).

After receiving comments from the public and reviewing agencies, a Final EIR/EA will be prepared. The City and Caltrans may prepare additional environmental and/or engineering studies to address comments. The Final EIR/EA will include responses to comments received on the Draft EIR/EA and will identify the preferred alternative. If the decision is made to approve the project, a Notice of Determination will be published for compliance with CEQA, and Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for compliance with NEPA. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order (EO) 12372.

S-5 Project Impacts

Table S-1 provides a brief comparison of the impacts of the No Build Alternative and the Build Alternative (proposed project). Other alternatives to the project (e.g., alternative sites, reversible lanes, widening both sides, widening to the west) would not meet the purpose and need or would have greater impacts and have been considered but dismissed from further consideration.

Table S-1. Summary of Major Potential Impacts from Alternatives

Environmental Resource	No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
Consistency with State, Regional, and Local Plans and Programs	The No Build Alternative is inconsistent with several plans.	The Build Alternative is inconsistent with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP).	<p>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.</p> <p>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).</p> <p>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</p>
Parks and Recreation	No impact.	Permanent impacts to approximately 0.12 acre of park space. 1.2 acres of park space would be temporarily impacted due to temporary construction easements (TCE).	<p>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.</p> <p>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.</p> <p>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.</p>

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Environmental Resource	No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
Growth	The No Build Alternative is inconsistent with the regional mobility goals in the study area; however, it is not anticipated to influence growth within the study area.	No impact.	No avoidance, minimization, and/or mitigation measures required.
Cultural Resources	No impact.	No impact.	<p>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.</p> <p>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 Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who will designate the Most Likely Descendent (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.</p>
Community Character and Cohesion and Environmental Justice	No impact.	No impact.	<p>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.</p> <p>COM-2: Outreach activities targeted to low-income residents will be conducted during the planning, design, and construction phases of the Build Alternative.</p>

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Environmental Resource		No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
Utilities/Emergency Services		Without the proposed project improvements, emergency response times would continue to worsen.	Approximately 136 utilities have the potential to be affected by the proposed Build Alternative.	<p>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.</p> <p>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 right-of-way (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.</p> <p>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.</p> <p>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.</p> <p>UES-2: Emergency service phone numbers (i.e., fire, emergency medical, police) will be posted in visible locations in all active construction areas.</p> <p>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:</p> <ul style="list-style-type: none"> • City of Ontario Police Department • City of Ontario Fire Department • San Bernardino County Sherriff's Department • San Bernardino County Fire Department
Relocation	Business displacements	No impact.	0 full business relocations	<p>COM-1: Where acquisition and relocation are unavoidable, provisions of the Uniform Relocation Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for</p>

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Environmental Resource		No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
	Residential displacements	No impact.	12 full residential displacements	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.
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Two intersections are forecast to operate at unsatisfactory LOS in opening year (2025) no-build conditions: By 2045, four intersections in the immediate vicinity are forecast to operate at unsatisfactory LOS in design-year (2045) no-build conditions.	Average delays for intersections in the immediate project vicinity are forecast to significantly improve with implementation of the Build Alternative. 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.	<p>T-1: Final Transportation Management Plan (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 Highway Advisory Radio (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; Construction Zone Enhanced Enforcement Program (COZEEP); utilization of portable changeable message signs (CMSs); and notification to be sent to local cities and emergency responders, if applicable.</p> <p>T-2: During project construction, the Project Engineer will ensure that the measures in the Final TMP are properly implemented by the contractor.</p> <p>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.</p> <p>T-4: All pedestrian facilities will be designed to meet or exceed requirements of the Americans with Disabilities Act (ADA) and current safety standards. Access to pedestrians and bicyclists shall be maintained to the extent practicable during the construction period.</p> <p>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.</p>

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Environmental Resource	No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
			<p>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.</p>
Paleontological Resources	No impact	Low to moderate potential for impacting paleontological resources.	<p>P-1: Develop and implement a Paleontological Monitoring Plan (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 area of potential effects (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.</p>

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Hazardous Waste/Materials	No impact.	May require the removal of utility poles along Grove Avenue and Holt Boulevard that consist of creosote treated wood and are considered areas of concern (AOCs). If removed, the poles should be managed as treated wood waste (TWW) in accordance with the Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW. The Build Alternative would require the removal of multiple residential structures and, depending on the structures' age, they may contain asbestos-containing material (ACM) and lead-based paint (LBP). The presence of these materials would need to be investigated prior to removal of the structures to comply with environmental and worker safety regulatory requirements for ACM and LBP.	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.
Cumulative Impacts	No impact.	No impact.	No avoidance, minimization, and/or mitigation measures required.
Visual/Aesthetics	No impact.	Less than substantial, the effect is anticipated to be a moderately low change to the visual environment.	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. 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,

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Environmental Resource	No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
			<p>groundcovers, accent plants, and turf grass (in park areas adjacent to existing remaining turf).</p> <p>VA-3: To support the replacement of plantings, the project shall include a permanent irrigation system to all new plantings. Materials used for irrigation shall be as per City of Ontario standards.</p> <p>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.</p>
Floodplain/Hydrology	No impact.	Culvert crossings would be extended to accommodate the roadway widening by 37 feet. The 100-year flood event would still be contained in the channel.	<p>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.</p> <p>HYD-2: Implement standard Best Management Practices (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.</p> <p>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 Maximum Extent Practicable (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.</p> <p>HYD-4: Contractor shall develop a contingency plan for unforeseen discovery of underground contaminants in the Stormwater Pollution Prevention Plan (SWPPP).</p> <p>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 a Rain Event Action Plan (REAP) and discuss high flows mitigation.</p>
Water Quality	No impact.	Would add 2.57 acres of additional Impervious Surface Area.	<p>WQ-1: Implement Temporary Construction BMPs. The project will be required to conform to the requirements of the National Pollutant Discharge Elimination System (NPDES) Permit for</p>

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			<p>Construction Activities, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002.</p> <p>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.</p> <p>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.</p>
Air Quality	No impact.	Minimal short-term construction impacts are anticipated to be generated from excavation, grading, hauling, and various other activities needed to construct the project; however, reactive organic gas (ROG) and other emissions are expected to be low due to the limited construction activities scheduled for the project. Therefore, the thresholds of significance established for ROG emissions by the South Coast Air Quality	No avoidance, minimization, and/or mitigation measures required.

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		Management District (SCAQMD) would not be exceeded during construction of the project.	
Noise	Without the proposed project, approximately 166 dwelling units would experience noise impacts. Noise levels for design-year no-build conditions are expected to increase up to 3 decibels (dB) over existing noise levels due to projected traffic volume increases over existing conditions. Estimated no-build traffic noise levels were found to approach or exceed the applicable Noise Abatement Criteria (NAC) at representative residential locations.	127 dwelling units are expected to experience noise impacts. Increases in noise levels are due to the addition of the two lanes (one in each direction) within the Grove Avenue corridor. The additional lanes would shift traffic closer to representative receivers within the proposed project area. Under 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.	NC-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 during 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 will not be constructed.
Natural Communities	No impact.	No impact to communities of concern or regional species of concern. The project would result in permanent unavoidable impacts to approximately 174 trees (by trimming and removals).	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.
Threatened and Endangered Species	No impact.	No impact.	No avoidance, minimization, and/or mitigation measures required.

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Invasive Species	No impact.	There is potential to spread invasive species by the entering and exiting of construction equipment contaminated by invasives, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species so that seed is spread along the highway.	<p>IS-1: In compliance with the EO 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).</p>
Animal Species	No impact.	Less than significant impact after mitigation.	<p>Mitigation Measure 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).</p> <p>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.</p> <p>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.</p> <p>The qualified biologist will monitor the nests on a weekly basis to ensure that construction activities do not disturb or disrupt nesting activities.</p> <p>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</p>

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Environmental Resource	No Build Alternative	Build Alternative (Proposed Project)	Avoidance, Minimization or Mitigation Measures
			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.
Wetlands and Other Waters	No impact.	The project would result in no permanent impacts and approximately 0.46 acre (795 linear feet) of temporary impacts to nonwetland Waters of the U.S. as a result of improvements to existing, enclosed box culverts for Grove Avenue.	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.

S-6 Coordination with Public and Other Agencies

Table S-2 lists the permits/approval status of each permit required for construction of the project (Build Alternative).

Table S-2. Project Permits and Approvals

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Non-notifying Clean Water Act (CWA) Section 404 Nationwide Permit (NWP) 14 (Linear Transportation Projects), provided all terms and conditions of the NWP permit program (33 <i>Code of Federal Regulations</i> [CFR] 330) are met.	Not yet applied
San Bernardino County Flood/U.S. Army Corps of Engineers	A 408 permit will be required for potential impacts to the Cucamonga Creek.	Not yet applied
Regional Water Quality Control Board	CWA Section 401 Water Quality Certification. It should be noted that although it is anticipated that the project may likely qualify for a non-notifying NWP 14, CWA Section 401 Water Quality Certification must be issued prior to CWA Section 404 authorization for (any) impacts to Waters of the U.S. A fee commensurate with the extent of the activity will be required as part of this permit.	Not yet applied
California Department of Fish and Wildlife	Lake or Streambed Alteration Agreement (SAA). A fee commensurate with the extent of the activity will be required as part of this permit.	Not yet applied
City of Ontario	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. No person shall remove or relocate any parkway tree without prior authorization from the City.	Not yet applied
State Water Resources Control Board	Construction General Permit, Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS000002.	Not yet applied
State Historic Preservation Officer	Determination of Eligibility.	Letter of Concurrence dated April 25, 2017
FHWA	Air Quality Conformity Determination.	To be obtained prior to environmental document certification

In addition to the permits listed above, a cooperative agreement with Omnitrans will be required to temporarily defer or relocate the five bus stop stations within the limits of the project. Three bus stations on 4th Street between N. Virginia Avenue and N. Calaveras Avenue are part of Bus Route 86, and two bus stations located on Holt Boulevard at the intersection of Holt Boulevard and Grove Avenue are part of Bus Routes 61 and 80.

The project anticipates entering into a Service Agreement with the Southern Pacific Railroad (SPRR) for flaggers and inspection during periods of work along Grove Avenue between Holt Boulevard and Airport Drive. It is also anticipated that a Construction and Management (C+M) Agreement and Operations Engineer (OE) clearance, Section 13 Clauses, will be inserted into the Construction Specifications.

Individual utility agreements are expected with the associated owners of gas, electrical, water, and communication facilities for the Build Alternative (proposed project). Additional agreements may be required depending on selection of the preferred alternative. For the Build Alternative (proposed project), agreements will be needed for the oil companies.

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