DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
EUCLID AVENUE RECYCLED WATER SYSTEM PROJECT
ONTARIO, CALIFORNIA

JUNE 6, 2025

PREPARED FOR:

ONTARIO MUNICIPAL UTILITIES COMPANY

1425 SOUTH BON VIEW AVENUE, ONTARIO, CA 91761

CITY OF ONTARIO SOUTHERN CALIFORNIA

PREPARED BY:

ARDURRA GROUP

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Draft

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1425 S. Bon View Avenue

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ABBREVITATIONS

AGS	Above Ground Surface
APN	Assessor's Parcel Number
ARB	California Air Resources Board
AAQS	Ambient Air Quality Standards
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalFIRE	California Department of Forestry and Fire Protection
CalGREEN	California Green Building Standards Code
CalTrans	California Department of Transportation
CDF	Character Defining Features
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CLG	Certified Local Government
CESA	California Endangered Species Act
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CRHR	California Register of Historical Resources
CO	Carbon Monoxide
CO_2e	Carbon Dioxide Equivalent
CWA	Clean Water Act
CRHR	California Register of Historical Resources
CRZ	Critical Root Zone
dB	Decibel
dBA or dB(A)	Decibel "A-Weighted"
dBA Leq	Average Noise Level over a Period of Time
DTLA	Downtown Los Angeles
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act (federal)
EOC	Emergency Operations Center
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	Greenhouse Gas
GPM	Gallons per minute
HPTMP	Historic Property Treatment and Management Plan
IS/MND	Initial Study/ Mitigated Negative Declaration
Ldn	Day-Night Average Sound Level
LID	Low Impact Development
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
MGD	Million gallons per day
MLD	Most Likely Descendent
MM	Mitigation Measures
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OPR	California Governor's Office of Planning and Research
PM2.5	Particulate Matter 2.5 micrometers or less in diameter
PRC	Public Resources Code
PRZ/TPA	Protected Root Zone/Tree Protection Zone
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
RWDS	Recycled Water Distribution System Project
SLF	Sacred Lands File Search
SC	Standard Conditions
SHPO	State Historic Preservation Officer
SOIS	Secretary of Interior's Standards
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled

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INTRODUCTION

INTENDED USE OF THIS DOCUMENT

This is an Initial Study/Mitigated Negative Declaration (IS/MND) that has been written to provide objective analysis and full disclosure on the level of impacts from implementation of the Euclid Avenue Recycled Water System Project, hereafter referred to as the "current Project" and "Project." The Project is proposed to implement portions of the previously approved Recycled Water Distribution System (RWDS) project that was originally approved by the City of Ontario in 2016 (SCH# 2016081019). This report is intended to be utilized as an informational report on environmental impacts and compliance with the California Environmental Quality Act (CEQA); it is intended for use during the discretionary approval process for the current Project; therefore, environmental analysis in this IS/MND and other information in the City's administrative record will be considered for Project approval or denial. This document is written in compliance with the City of Ontario's Local CEQA Guidelines, CEQA Statue (Public Resources Code 21000-21189), and CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). The City of Ontario Municipal Utilities Company (OMUC) is the Lead Agency responsible for CEQA compliance for the Project and is hereafter referred to as both the "City" and "Ontario".

This document provides analysis and conclusions regarding environmental changes from the Project, according to the 90 Percent Design Plans and Specifications, Tree Removal Plan, and Landscape Replacement Plan, and the Mitigation Monitoring and Reporting Program (MMRP) for the Project. Information from technical studies that were prepared for the Project on Air Quality, Greenhouse Gases, Energy, Noise, Cultural Resources, Biological Resources, and an Arborist Report and Tree Survey have been incorporated into this document. Information from previous environmental studies prepared by the City of Ontario for the General Plan (The Ontario Plan) and EIR, Water Master Plan, and the IS/MND for the Ontario RWDS project are also incorporated into his document.

The City's compliance with AB 52, formal Tribal Consultation for the Project, began on November 5, 2024, and concluded on November 14, 2024; formal Tribal Consultation under AB 52 is complete. The City received written correspondence from the Yuhaaviatam of San Manuel Nation (YSMN) on November 14, 2024. YSMN is formerly the San Manuel Band of Mission Indians and has requested Project mitigation requiring that the Tribe be notified of buried resources if found during construction. The Tribe's request is incorporated in this document within Tribal Cultural Resources, Section 18 of this ISMND, in Appendix D, and in the MMRP Mitigation Measures **MM CUL-01 through CUL-04**.

The extension of the recycled water system is considered a Project under CEQA and the City's Local CEQA Guidelines because it requires discretionary approval and permits and has the potential to result in significant impacts without mitigation. The Project does not meet the definition of an exemption under the City's Local CEQA Guidelines or CEQA Statute and Guidelines (Public Resources Code 21000-21189 and California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). The use of an IS/MND requires 30-day circulation for public review and comment on the Project. This IS/MND has been circulated for 30-day public review beginning on June 6, 2025, and ending on July 7, 2025, in compliance with CEQA.

Stakeholder input was received and incorporated into the IS/MND from formal AB 52 Tribal Consultation between Ontario and local Tribes from the Native American Heritage Commission (NAHC) List. Input from state and local Trustee and Responsible Agencies, as defined in CEQA, and from other interested parties

received during the 30-day public review period for CEQA will be incorporated and used to finalize this IS/MND for the Project.

CEQA REQUIREMENTS FOR A MITIGATED NEGATIVE DECLARATION

The foundation of the IS/MND is the Environmental Checklist - Form F referenced in the Local CEQA Guidelines and in Section 15063 (d) (3) of the State CEQA Guidelines. The responses to the Checklist questions about the proposed Project, found in "Explanation of Issues," indicate less than significant environmental impacts with the implementation of the MMRP for the Project. Ontario has determined that an IS/MND is the appropriate level of review for CEQA compliance, and an EIR is not needed.

The Project will extend the existing recycled water system to irrigate portions of the Euclid Avenue Parkways, other existing public open space and parks near the south and west city limits. The Project design has been modified to avoid significant impacts to the greatest extent feasible. The Project is consistent with The Ontario Plan, Capital Improvement Program (CIP), and Water Master Plan (WMP) (SCH# 2021070364; ONT 2022); therefore, the Project will not result in cumulative or growth inducing impacts. Over the Long-term, the Project will be operated and maintained in accordance with Ontario's Municipal Code. Potentially significant temporary construction impacts will be reduced to less than significant levels with implementation of Best Management Practices (BMP), Ontario's Standard Conditions (SC), and Mitigation Measures (MM) listed in the MMRP for the Project; the MMRP identifies timing, responsible parties and activities that will reduce Project impacts to less than significant levels. The MMRP for the Project includes mitigation measures from the previously certified RWDS IS/MND (see ***Table 2: RWDS CERTIFIED IS/MND (SCH# 2016081019) PREVIOUS MITIGATION MEASURES.*** The MMRP will be implemented with the Project; as a result, this IS/MND indicates Project consistency with the Local CEQA Guidelines and CEQA Guidelines §15070, that an MND is appropriate when:

a. The Project Initial Study identifies potentially significant effects, but: revisions to the Project plan were made that would avoid, or reduce the effects to a point where clearly no significant effects would occur, and
b. There is no substantial evidence that the Project, as revised, may have a significant effect on the environment.

PREVIOUS APPROVALS RELATED TO THE PROJECT

The Project will implement Ontario's goals for sustainable use of potable water that have been identified in The Ontario Plan, GP EIR, and WMP by improving recycled water infrastructure for landscape irrigation; it will construct portions of the previously approved RWDS project along Euclid Avenue and E. Riverside Drive and will improve recycled water distribution within the Ontario Downtown District, Euclid Avenue Historic Property, and Euclid Avenue Historic District located along portions of Euclid Avenue between 4th Street and E. Riverside Avenue, within Ontario's Downtown and Civic Center, and north of E. Riverside Avenue near the southern and western city limits.

City of Ontario Water Master Plan, The Ontario Plan, and General Plan EIR

Ontario's approved WMP, The Ontario Plan, and GP EIR identify policies in support of phased construction of a recycled water system to reduce use of potable water for irrigation. These policies promote delivery of recycled water supplied by Inland Empire Utilities Agency throughout Ontario's Plan Area for landscape irrigation of public open space to reduce Ontario's reliance potable water.

Euclid Avenue Historic Property Treatment and Management Plan (HPTMP)

The northern part of the Project is referred to as the "Northern Portion" within the boundaries of the Caltrans relinquishment of State Route (SR) SR-83. Caltrans relinquished Euclid Avenue to the City of

Ontario between the Interstate 10 (I-10) Freeway to Merrill Avenue; This action was completed in April 2024. This requires Ontario's commitment to preserve portions of Euclid Avenue as a Historic Property in a manner that is aligned with the Secretary of Interior's Standards (SOIS) for the Treatment of Historic Properties Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings and the National Historic Preservation Act (NHPA). SOIS requirements apply to Euclid Avenue ROW and are established as requirements for ongoing maintenance to protect the Character-Defining Features (CDF) of Euclid Avenue. CDF protection must be consistent with the NHPA, Section 106 and a Memorandum of Understanding (MOU) between Caltrans and the State Historic Preservation Officer (SHPO) for Euclid Avenue ROW. Examples of protected resources include historic-era structures, trees, and infrastructure that are related to and part of the original Euclid Avenue design.

Ontario is a Certified Local Government (CLG); as such, the City is responsible under the Ontario Municipal Code to protect historic resources within city limits. As a CLG, Ontario is required to maintain and protect CDF for Euclid Avenue. CDF for Euclid Avenue have been defined and inventoried by Caltrans, the City, and stakeholders during the process of HPTMP approval and the Euclid Avenue relinquishment. The HPTMP functions as a protective covenant/agreement to protect Euclid Avenue as a historical resource in the future and to supplement the requirements of Ontario's Historic Preservation Ordinance as it specifically relates to Euclid Avenue ROW. Within the Northern Portion of the Project, Euclid Avenue is listed as a historical resource on the National Register of Historic Places (NRHP). It was also automatically placed on California Register of Historical Resources (CRHR) and is subject to protection under Ontario's Historic Preservation Ordinance.

City of Ontario's Approved Recycled Water Distribution System (RWDS)

Ontario's RWDS Project was originally certified for CEQA compliance with IS/MND, SCH# 2016081019; (ONT 2016). RWDS proposed to improve the recycled water system and to fulfill Ontario's GP goals and policies for state-mandated conservation under standards from the State Water Board's emergency conservation regulations. RWDS proposed recycled water pipeline improvements along two primary distribution pipelines: Euclid Avenue; and E. Riverside Drive; this project included a booster pump station. The current Project proposes recycled water pipeline along Euclid Avenue and E. Riverside Drive and will extend new recycled water mains from these two primary distribution corridors within city streets of the Euclid Avenue Historic District (to the west and east of Euclid Avenue and north of E. Holt Boulevard); conversion of some existing water mains within this area for recycled water as well as modification and connection to existing irrigation systems is proposed. Some proposed alignments with the current Project were not previously considered with the approved RWDS. See ***Table 1 Previously Approved Recycled Water Distribution System, Figure 7: Recycled Water Distribution Project Proposed Phases and Components and Table 2: RWDS Certified IS/MND Mitigation Measures;*** All mitigation measures from the RWDS IS/MND (SCH# 2016081019) with footnotes describing applicability to the Project are listed in Table 2.

TABLE 1: PREVIOUSLY APPROVED RECYCLED WATER DISTRIBUTION SYSTEM

Original Phases	Route Description	Description	Proposed Project Consistency
Proposed Euclid Avenue Alignment			
Phase I- Connection Points	Euclid Avenue	Three Alternatives. Alternative 1- Just north of 4th Street Alternative 2- Just south of 5th Street – portions of the abandoned 12" main have been removed or capped, this location will require the installation of a new 12" steel sleeve connecting the median areas across 5th Street.	A portion of the Project is consistent with Alternative 1. This is the proposed northerly Project connection to the IEUA existing recycled water main at

Original Phases	Route Description	Description	Proposed Project Consistency
		Alternative 3- Just north of 6th Street – portions of the abandoned 12" main have been removed or capped, this location will require the installation of a new 12" steel sleeve connecting the median areas across 6th Street	the 4th Street and Euclid Avenue.
Phase IIA- Recycled Water Transmission Main	**Euclid Avenue** Riverside to "D" Street	**Two Alternatives.** **Alternative 1**- NB side of Euclid, in the lane closest to the median **Alternative 2**- Center median of Euclid Avenue, connection to landscape irrigation within median will be provided via laterals	A portion of the Project is consistent with Alternative 1 & 2.
Phase IIB- Laterals Off Booster Station and Service Laterals	**Francis Street** Euclid Avenue to Bon View Avenue	**No Alternatives due to existing land use.** *1050 pressure zone pipeline*: 2 feet to 2.5 feet south of the street centerline *1220 pressure zone pipeline*: north of the street centerline due to limited space on the side of the street	Not part of the Proposed Project.
	Bon View Avenue Francis Street to Philadelphia Street	**Two Alternatives.** **Alternative 1**- NB side of Bon View Avenue, lane closest to the median **Alternative 2**- 25-feet west of the street centerline beginning at the intersection of Francis and Bon View Avenue, continues south approx. 250-ft, the pipeline shifts 20-ft east of the street centerline just north of Grevillea Court to leave room for the future 36-inch storm drain	Not part of the Proposed Project.
	Philadelphia Street Bon View Avenue to Baker Avenue	**No Alternatives due to existing land use.** Proposed between existing 30-inch sewer and existing 12-inch sewer; approx. 800-ft of pipeline is proposed 27-ft north of the street center line, between Cucamonga Ave and Grove Ave, due to conflict with existing 36-inch sewer line	Not part of the Proposed Project.
	Walnut Street Euclid Avenue to Campus Avenue	**No Alternatives due to existing land use.** 14-feet north of the street centerline, which lines up with the proposed recycled water pipeline at Euclid Avenue	Not part of the Proposed Project.
	Campus Avenue Centennial Park to Philadelphia Street	**No Alternatives due to existing land use.** 10-feet west of the street centerline	Not part of the Proposed Project.
	Philadelphia Street Campus Avenue to Bon View Avenue	**No Alternatives due to existing land use.** 6-feet north of the street centerline, between existing 36-inch sewer and 12-inch waterline	Not part of the Proposed Project.
Phase IIC- Booster Pump Station	**Booster Station**	**Four Alternatives.** **1-** South Bon View Avenue (North of South Bon View Park) **2A**- East Francis Street (West of E Francis Street and S Bon View Avenue Intersection) **2B**- East Francis Street (East of E Francis Street and S Bon View Avenue Intersection) **3**- South Bon View Avenue (Vacant Lot)	Not part of the Proposed Project.
Phase IIIA- Service Laterals	**Francis Street** Oaks Avenue to Euclid Avenue	**No Alternatives due to existing land use.** Approx. 2-feet south of the street centerline	Not part of the Proposed Project.
	Oaks Avenue Homer Briggs Park to Francis Street	**No Alternatives due to existing land use.**	Not part of the Proposed Project.

Original Phases	Route Description	Description	Proposed Project Consistency
	Cypress Avenue Francis Street to Philadelphia Street	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
	Philadelphia Street Cypress Avenue to Ontario Christian High School	**No Alternatives due to existing land use.** EB side of Philadelphia Street, in the lane closest to the centerline	Not part of the Proposed Project.
Phase IIIB-Service Laterals	**"D" Street** Euclid Avenue to James Bryant Park	**No Alternatives due to existing land use.**	Not a part of the Proposed Project.
	Mission Boulevard Cypress Avenue to Bon View Avenue	**No Alternatives due to existing land use.**	Not a part of the Proposed Project
Proposed Riverside Dr. Alignment			
Phase I	**Riverside Drive** Archibald Ave. to Mill Creek Ave.	**No Alternatives due to existing land use.** 1.5 miles of 12-inch to 16-inch diameter recycled water pipeline	Not part of the Proposed Project.
	Hermosa Avenue Creekside Park to East Riverside Dr.	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
	Haven Avenue Creekside Dr. to East Riverside Drive	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
Phase II	**Deer Creek Loop** Antelope Way to East Elsinore Way	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
	Creekside Drive Deer Creek Loop to Lytle Creek Loop	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
	Lytle Creek Loop Creekside Drive to Eagle Creek Place	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
	Mill Creek Avenue Lytle Creek Loop to East Riverside Dr.	**No Alternatives due to existing land use.**	Not part of the Proposed Project.
	Lytle Creek Loop Mill Creek to Stone Creek Way	**No Alternatives due to existing land use.**	Not part of the Proposed Project.

Source: City of Ontario Recycled Water Distribution System Project, Initial Study/ Mitigated Negative Declaration, 2016

TABLE 2: RWDS CERTIFIED IS/MND (SCH# 2016081019) PREVIOUS MITIGATION MEASURES

Aesthetics Previously Approved Mitigation Measures [1]
PREV MM I-01: Trench Lines**- Trench Lines shall avoid the TPZ to the greatest extent feasible. (See MMRP AES-02, E).
PREV MM I-02: Root Cutting** - When root cutting occurs, exposed major roots (greater than 2 inches in diameter or within 5 feet of the trunk) shall not be ripped by construction equipment. Instead, they shall be cut cleanly, if possible, back to a lateral branching root. Cuts shall be clean and made at right angles to the roots. (MMRP AES-02, F).
PREV MM I-03: Certified Arborist**- A Certified Arborist shall be present if more than 33% of the root zone is impacted or roots greater than 2 inches or within 5 feet of the trunk will be cut, to ensure tree stability and health. (MMRP AES-01).
PREV MM I-04: Post-grading Procedures**- Absorbent tarp or heavy cloth fabric shall cover new grade cuts and be overlain by compost or woodchip mulch. (MMRP AES-05).
PREV MM I-05: Root Zone Protection during Construction**- Construction precautions, such as steel traffic plates and fencing, shall be employed to protect sensitive root zones from undue soil compaction. Staging shall be limited to areas outside of TPZ's without specific authorization from the City. (MMRP AES-10, AES-02, AES-03, and AES-04)
PREV MM I-06: Post Construction Grades**- Natural or preconstruction grade shall be maintained within the TPZ. (MMRP AES-02, G, VII).
PREV MM I-07: Pruning**- Pruning for clearance, if needed, shall be done to prevent damaging branches with large equipment. All above ground pruning shall be in accordance with the Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1. (MMRP AES-02, G).
PREV MM I-08: Pruning Cuts**- Pruning cuts or damaged bark shall be cut clean to heal. No tree seal or paint shall be used after pruning. (MMRP AES-02, H).
PREV MM I-09: Construction within the TPZ**- Where work is proposed to occur within the vicinity of the TPZ, trees shall be identified and preserved with protective fencing to within a 10-foot radius of the trunk. Protective fencing shall be installed prior to any earthwork and remain until all work is complete, or until adjacent construction activity no longer threatens tree health. Fencing shall be three to four feet in height and installed at the outermost edge of the 10-foot radius, whichever is greater. The temporary fencing shall be chain link fencing or other City approved durable material (e.g. snow fencing). Signs stating "Tree Protection Zone – Keep Out" shall be posted on the fence. (MMRP AES-2, A and L).
PREV MM I-10: Irrigation**- The TPZ shall be irrigated according to the current City irrigation regime to avoid additional stress on the trees. (MMRP AES-2, K).
PREV MM I-11: Tree Replacement [During Construction]**- While no tree removal is proposed, if death to any landscape tree occurs as a result of construction related activities, the replacement of said tree shall occur within a timely manner, or immediately upon notification by the City, as prescribed by Division 6.10 of the City's Development Code. The damage or removal of Heritage Tree protected pursuant to the City's Development Code, or encroachment into a TPZ, shall require an evaluation by the City-approved certified arborist as to the resulting condition, prescribed treatment to repair the damage, replace trees if removed, and monetary value of the tree if removed or damaged beyond repair. (MMRP AES-05).
PREV MM I-12: Heritage Trees**- Healthy Heritage Trees that are approved for removal shall be replaced with new trees and shall be shown on required Landscape and Irrigation Construction Documentation Plans. Replacement trees shall have a total trunk diameter (caliper) equal to tree(s) removed, or as deemed appropriate by the Approving Authority based on the lot size and available planting space. The monetary value of Heritage Trees protected pursuant to this Division, which are removed, shall be based upon the "Guide for Plant Appraisal," which is available from the International Society of Arboriculture. Appraisals shall be performed by a City-approved professional plant appraiser or certified arborist skilled in tree appraisals. (MMRP AES-05).

[1] Previously approved mitigation measures have been included in the MMRP for the Project as follows:
*Denotes previously approved mitigation measures that are modified for the Project and included, as modified, in the Project MMRP.
**Denotes previously approved mitigation measures that are unmodified and included in the Project MMRP per the certified IS/MND SCH# 2016081019.
***Denotes previously approved mitigation measures that are not applicable to the Project and are not included in the Project MMRP.

PREV MM I-13: Maintenance and Monitoring of Replacement Trees**- The maintenance and monitoring period for replacement trees will be for a minimum of three years. Maintenance activities include hand weed removal around the installed trees, repair of cages, irrigation repairs, monitoring to ensure adequate moisture to trees and proper functioning of irrigation system and timers, as well as replacement planting if necessary. Maintenance and monitoring will include weed removal, which will be routinely removed from a three-foot radius around each installed replacement tree to ensure that the tree does not become overcrowded by weeds. Weeds may be removed by carefully applying herbicide under no wind conditions to prevent overspray; they also can be removed by hand removal if done so carefully to avoid impacts to the tree roots. Weed whacking should be avoided. (MMRP AES-05).

PREV MM I-14: Replacement of Dead Trees [During Post Construction Monitoring]**- Any replacement trees that die during the three-year maintenance period shall be replaced in kind using the same methods outlined in mitigation measures I-12 and I-13. If replacement trees die and are replaced, the replaced tree shall be maintained for three years from the point of installation. Staff from the City or an approved monitor shall inspect the replacement trees at the end of three years to determine if the trees are established. The City shall determine if any of the trees are dead or need additional maintenance. (MMRP AES-05, C).

PREV MM I-15: Lighting-***A facilities lighting plan shall be prepared and shall demonstrate that glare from operating and safety night lights that may create light and glare affecting adjacent occupied property are sufficiently shielded to prevent light and glare from spilling into occupied structures. This plan shall specifically indicate that the lighting doesn't exceed 1.0 lumen at the nearest residence to any lighting site within the Project footprint. This plan shall be implemented by the City to minimize light or glare intrusion onto adjacent properties. (MMRP AES-07).

Air Quality Previously Approved Mitigation Measures[1]

PREV MM III-1: Fugitive Dust Control**- The following measures shall be incorporated into Project plans and specifications for implementation (MMRP AQ-01):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed areas within the Project are watered with complete coverage of disturbed areas at least two times a day, preferably in the mid-morning, afternoon, and after work is done for the day. Additional watering can be applied if fugitive dust is observed leaving the Project site.
- The contractor shall ensure that traffic speeds on the Project site are reduced to 10 miles per hour or less.
- Plans, specifications and contract documents shall direct that a sign must be posted on-site stating that construction workers shall not idle diesel engines in excess of five minutes.
- During grading activity, all construction equipment greater than 150 horsepower shall be CARB Tier 3 Certified.
- Only Zero-Volatile Organic Compounds" paints (no more than 150 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used when reservoirs are painted, if painted onsite.
- Install and maintain track out control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (e.g., Install wheel shakers, wheel washers, and limit site access.
- All roadways, driveways, sidewalks, etc., shall be completed as soon as possible. In addition, reservoir pads shall be installed as soon as possible after grading, unless seeding or soil binders are used in travel areas.
- When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All streets shall be swept at least one a day using SCAQMD Rule 1186 certified street sweepers if visible soil materials are carried to adjacent streets.
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.

[1] Previously approved mitigation measures have been included in the MMRP for the Project as follows:
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***Denotes previously approved mitigation measures that are not applicable to the Project and are not included in the Project MMRP.

- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered as necessary to minimize fugitive dust.
- Use electric construction equipment where technically feasible, i.e., a competent electronic version of the equipment is commercially available.

PREV MM III-2: Exhaust Emissions Control** -
(MMRP AQ-02)

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3-rated or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Biology[1]

PREV MM III-01: Burrowing Owl [and nests]*- The following measures shall be implemented if the Alternative 3 site is selected for the pump station:

- Since burrowing owl has occupied a site already exposed to high activity, a sound wall shall be established between the construction area and the burrow location if the owl is present. Otherwise, construction shall be conducted after the nesting season (March 15 through September 15) unless the nest is abandoned earlier. After the nest is abandoned, it can be closed and a relocation burrow constructed in the general vicinity. The closure shall be accomplished in accordance with the California Department of Fish and Wildlife burrowing owl protocols. (BIO-01).

Cultural Resources Previously Approved Mitigation Measures[1]

PREV MM V-1 *** - The profile of the proposed new facilities at the Euclid Avenue booster station should be minimized as much as possible through the size reduction and/or co-location with existing facilities (if feasible), enhanced landscaping, and the application of a non-reflective, muted color scheme that blends with the surrounding environment. Landscaping remedies may include the use of strategically placed trees, shrubbery, climbing vines, and similar foliage to reduce the visual impact. (MMRP AES-07).

PREV MM V-02- Gabrieleno Band of Mission Indians- Kizh Nation**- Prior to issuance of a grading permit or ground disturbance, the Project applicant shall contact the Gabrieleno Band of Mission Indians-Kizh Nation and provide the tribe with written notification of the Project's ground-disturbing activities and provide the tribe an opportunity to have a tribal monitor on-site during these activities, if required. A copy of the written notification shall be provided to the Ontario Municipal Utilities Department (OMUC) prior to the issuance of the first grading permit and ground disturbance. (MMRP TCR-03)

PREV MM V-03**- All above grade related equipment shall be screened from public view by any combination of non-reflective paint to match surrounding area, collocation on existing light fixtures or poles, and/or through a stealth design. (MMRP AES-07).

PREV MM V-04: Curbs along Euclid Avenue**- The surviving segments of stone-and-concrete curbs along Euclid Avenue should be protected against inadvertent disturbance during the construction activities. If inadvertent disturbance appears likely at any location, they should be removed and stored in such a manner that they can be restored to their original condition after work has concluded in that area. (MMRP CUL-05).

PREV MM IV-05: Cultural Resources**- Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City of Ontario onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for

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appropriate mitigation measures within the guidelines of the California Environmental Quality Act. (MMRP CUL-01, CUL-02, CUL-04).

PREV MM V-06: Irrigation along Euclid Avenue*- The design, layout, and installation/modifications of the irrigation system in the Euclid Avenue median should be carefully crafted to reduce the likelihood of any impact to "Heritage Trees" in accordance with guidelines outlined the Initial Study/Mitigated Negative Declaration for the City of Ontario Recycled Water Distribution System Project. (MMRP AES-02).

Geology and Soils Previously Approved Mitigation Measures[1]

PREV MM VI-01: Uniform Building Code and California Building Code**- The structural design and construction of new structures will, at a minimum, be in accordance with the requirements of the most recent Uniform Building Code (UBC) and California Building Code (CBC) including the latest supplements for Groundshaking Zone 4 as described in the 2001 California Building Code Vol. 28 and all other applicable City, County, State and Federal laws, regulations and guidelines. (MMRP GEO-01).

PREV MM VI-02: Performance Standards**- Future construction shall be designed in accordance with results in order to meet the following performance standard for Risk Class I & II, e.g., public facilities, as identified below:

Risk Class I & II, Structures Critically Needed after Disaster: Structures which are critically needed after a disaster include important utility centers, fire stations, police stations, emergency communication facilities, hospitals, and critical transportation elements such as bridges and overpasses and smaller dams. Acceptable Damage: Minor non-structural; the facility should remain operational and safe or be suitable for quick restoration of service. (MMRP GEO-02).

PREV MM VI-03: Stored Backfill**- Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sandbags shall be used to capture and hold eroded material on the Project site for future cleanup. (MMRP GEO-03)

PREV MM VI-04: Excavated Areas**- Excavated areas shall be properly backfilled and compacted. Paved areas disturbed by this Project will be repaved in such a manner that roadways and other disturbed areas are returned to as near the pre-Project condition as is feasible. (MMRP GEO-04).

PREV MM VI-05: Disturbed Soils**- All exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if fugitive dust is observed migrating from the site within which the water facilities are being installed. (MMRP GEO-05)

PREV VI-06: Open Trench**- The length of trench, which can be left open at any given time, will be limited to that needed to reasonably perform construction activities. This will serve to reduce the amount of backfill stored onsite at any given time. (MMRP GEO-06).

Hazards and Hazardous Materials Previously Approved Mitigation Measures[1]

PREV MM VIII-01: Petroleum Spills or Leaks**- All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development. (MMRP HAZ-01 and HAZ-02).

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Hydrology and Water Quality Previously Approved Mitigation Measures[1]

PREV MM IX-01: Storm Water Pollution Prevention Plan BMPs**- The City shall require that the construction contractor prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters. The SWPPP shall include a Spill Prevention and Cleanup Plan that identifies the methods of containing, cleanup, transport and proper disposal of hazardous chemicals or materials released during construction activities that are compatible with applicable laws and regulations. BMPs to be implemented in the SWPPP may include but not be limited to:

- The use of silt fences.
- The use of temporary stormwater desilting or retention basins.
- The use of water bars to reduce the velocity of stormwater runoff.
- The use of wheel washers on construction equipment leaving the site.
- The washing of silt from public roads at the access point to the site to prevent the tracking of silt and other pollutants from the site onto public roads.
- The storage of excavated material shall be kept to the minimum necessary to efficiently perform the construction activities required. Excavated or stockpiled material shall not be stored in water courses or other areas subject to the flow of surface water; and
- Where feasible, stockpiled materials shall be covered with waterproof material during rain events to control erosion of soil from the stockpiles.

(MMRP HYDRO-01 and HYDRO-02)

Noise Previously Approved Mitigation Measures[1]

PREV MM XII-01: Noise Reducing Barriers**- The City shall use noise reducing barriers and other devices to reduce exterior noise levels at the nearest sensitive receptor to 60 CNEL or less during the night-time construction hours and 65 CNEL or less during the daytime construction hours. (MMRP NOI-01, 2).

PREV MM XII-02: Construction Hours**- No construction activities shall occur during the hours of 6 pm through 7 am, Monday through Saturday and at no time shall construction activities occur on Sundays or holidays, unless required by CalTrans permit, or a declared emergency exists. (MMRP NOI-01, 1).

PREV MM XII-03: Noise Compliant Response Program**- The City shall establish a noise complaint response program and shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the noise level exceeds an Ldn of 60 dBA exterior or an Ldn of 45 dBA interior at the receptor, the applicant will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible. (MMRP NOI-01, 8)

PREV MM XII-04: Construction Equipment**- The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities. (MMRP NOI-01, 3 and 4)

PREV MM XII-05: Equipment Shut Off**- Equipment not in use for five minutes shall be shut off.(MMRP NOI-01, 4)

PREV MM XII-06: Secured Equipment Loads**- Equipment shall be maintained and operated such that loads are secured from rattling or banging. (MMRP NOI-01, 5).

PREV MM XII-07: Electric-powered Equipment**- Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power. (MMRP NOI-01, 6).

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PREV MM XII-08: Construction Employee Training**- Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment. (MMRP NOI-01, 9).

PREV MM XII-09: Radios**- No radios or other sound equipment shall be used at the Project Site unless required for emergency response by the contractor. (MMRP NOI-01, 7).

PREV MM XII-10: Public Notice**- Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the Project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the Project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Residents would be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint. (MMRP NOI-01, 8)

PREV MM XII-11: Booster Pump Stations***-The booster pump stations shall have noise levels attenuated to 50 dBA CNEL at the nearest sensitive noise receptor location.

Transportation Previously Approved Mitigation Measures[1]

PREV MM XVI-01: Traffic Management**- A construction contractor will provide adequate traffic management resources, as determined by the City of Ontario. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. The traffic management plan shall be prepared and approved by the City prior to initiation of excavation or pipeline construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining. (See MMRP TRAF-01).

PREV MM XVI-02: Roadway Repairs**-The City shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable City of Ontario standard design requirements. (MMRPTRAF-02: MM TRAF-02).

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PROJECT BACKGROUND

Project Title:	Euclid Avenue Recycled Water System Project
Lead Agency:	City of Ontario, Ontario Municipal Utilities Company 1425 S. Bon View Avenue Ontario, CA 91761
Contact Person Phone Number:	Luke Zhipeng Qu (909) 395-2676
Documents Posted At:	https://www.ontarioca.gov/Planning/CurrentPlanning
Prepared By:	**Ardurra Group** Lori E. Trottier, AICP, CEP ltrottier@ardurra.com
General Plan Designation:	Various; City Right-of-Way; Open-Space Recreation; Civic
Zoning:	Various; City Right-of-Way
Specific Plan or Master Plan:	City of Ontario Water Master Plan (2016); City of Ontario Climate Action Plan (2022); Borba Village Specific Plan Area (adjacent to the west); Zoned for Specific Plan Overlay (is adjacent to the south).
Project Location Surrounding Land Use and Setting:	The Project is in the City of Ontario, San Bernadino County, California. **Figure 1: Regional Location Map** and **Figure 2: Local Vicinity Key Map** show the Project on the USGS Ontario Topographic Quadrangle. The Project is within two distinct areas in western Ontario within proximity to Euclid Avenue and E. Riverside Drive. The Project is described in six segments according to geographic location. Portions of Segments 1 through 5 are within the Euclid Avenue Historic District and Downtown District **(See Figures 2A and 2B).** Segment 6 is within ROW of E. Riverside Avenue (east of Euclid Avenue) and in Euclid Avenue ROW between E. Walnut Street and E. Riverside Avenue. Land use surrounding the Project includes public facilities, commercial, mixed-use, and low to medium density residential. Segments are described below and depicted in **Figures 1, 2, 2A, 2B, and 7.** Surrounding land use is summarized in ***Table 3: Surrounding Adjacent Land Uses at Project Segments*** *and* ***Table 4: Surrounding Land Use and Facilities Within the Local Vicinity of The Project***: **1. Segment 1:** Euclid Avenue northbound lane from 4th Street to E. Holt Boulevard. The Project will remove/replace 8 trees and install four (4) laterals from the Euclid Avenue northbound lane to the center median. **2. Segment 2:** Westbound W. F Street from the east side (northbound lanes) of Euclid Avenue to N. Vine Avenue, northbound N. Vine Avenue (between

W. F Street and W. Flora Street), westbound W. Flora Street (between N. Vine Avenue and the northwestern corner of James Bryant Park). The Project will install a Lateral and remove one tree at James R. Bryant Park.

3. Segment 3: westbound E. B Street (between Euclid Avenue and W. Lemon Avenue); the Project will install laterals serving the Civic Center Area.

4. Segment 4: westbound E. C Street (between Euclid Avenue and west of Lemon Avenue). The Project will install Three (3) laterals adjacent to Ontario Town Square and Ontario City Hall (C St and D St roundabout) and will convert a portion of existing water mains to recycled water.

5. Segment 5: eastbound E. E Street (between Euclid Avenue to an unnamed alley to the east of Euclid Avenue). The Project will install laterals serving the Civic Center Area.

6. Segment 6: E. Riverside Drive eastbound lane (between Euclid Avenue and 200 feet east of Baker Avenue) and from E. Riverside Drive intersection at Euclid Avenue. The Project will install lateral connections extending recycled water service to the north from E. Riverside Drive for Riverside Parkway, and Centennial Park with the new Project main. The Project will convert an existing water main in northbound Euclid Avenue (between E. Riverside Drive and E. Walnut Avenue) to recycle water.

TABLE 3: SURROUNDING ADJACENT LAND USE AT PIPELINE SEGMENTS

	Land Use	General Plan	Zoning
Segment 1: Euclid Avenue (4th St. to E. Holt Blvd.)			
Project Location	**City Right-of-Way**	---	---
North	Chaffey High School; Residential; Interstate 10 (I-10; San Bernadino Fwy)	Public Facility; Low Density Residential	PF; LDR-5
South	Mixed-use (Restaurants, Shopping Centers); Ontario Town Square; Metrolink Railroad Tracks	Mixed-use Downtown; Civic; Rail	MU-1; CIV; RAIL
East	Mixed-use (Restaurants, Shopping Centers); Residential; Offices	Mixed-use Downtown; Low Density Residential; Low Medium Density Residential; Low Intensity Office	MU-1; LDR-5; MDR-11; OL
West	Mixed-use (Restaurants, Shopping Centers); Residential; Offices; Church	Mixed-use Downtown; Low Density Residential; Low Medium Density Residential; Low Intensity Office	MU-1; LDR-5; MDR-11; OL
Segment 2: W. F St. (Euclid Ave. to N. Vine Ave); N. Vine Ave. (W. F St. to W. Flora St); W. Flora St. (Vine Ave. to James R. Bryant Park)			
Project Location	City Right-of-Way	---	---
North	Residential; Commercial; Mixed-Use (Restaurants, Shopping Centers) Church Structure	Low Medium Density Residential; Community Commercial; Mixed-use Downtown	MDR-11; CC; MU-1
South	James Bryant Park; Residential (Single-Family and Multi-Family); Commercial; Mixed-Use (Restaurants, Shopping Centers)	Open-Space Recreation; Low Density Residential; Low Medium Density Residential; Community Commercial; Mixed-use Downtown	OS-R; LDR-5; MDR-11; CC; MU-1
East	Mixed-use (Restaurants, Shopping Centers); Residential; Offices	Mixed-use Downtown; Low Density Residential; Low Medium Density Residential; Low Intensity Office	MU-1; LDR-5; MDR-11; OL
West	Residential	Low Density Residential	LDR-5
Segment 3: E. B St., (Euclid Ave. to City Hall)			
Project Location	City Right-of-Way	---	---

North	Planned Unit Development and City Hall	Civic; Planned Unit Development	CIV; PUD
South	Ontario Town Square; Planned Unit Development	Civic; Planned Unit Development	CIV; PUD
East	Residential	Civic	CIV
West	Mixed-Use (Shopping Centers, Restaurants)	Mixed-use Downtown	MU-1
Segment 4: E. C St., (Euclid Ave. to Ovitt Family Community Library)			
Project Location	City Right-of-Way	--	--
North	Parking Structure	Public Facility and Mixed Use	CIV; PUD
South	Commercial Bank	Public Facility and Mixed Use	CIV; PUD
East	Library and Multi-Family Housing	Public Facility and Mixed Use	CIV; PUD
West	Bandstand and Women's Temperance Union Drinking Fountain	NA	
Segment 5: E. E St. (Euclid Avenue to West of N. Lemon Ave.)			
Project Location	City Right-of-Way		PUD
North	Commercial		PUD
South	Commercial		PUD
East	Residential and Commercial		PUD
West	Commercial		PUD
Segment 6: E. Riverside Drive between Euclid Avenue and 200 feet east of Baker Avenue			
Project Location	City Right-of-Way	---	---
North	Residential; Centennial Park; Whispering Lakes Golf Courses; Westwind Park; Westwind Community Center; Levi H. Dickey Elementary School	Low Density Residential; Low-Medium Density Residential; Public School; Open Space- Parkland; Open Space- Non-Rec	OS-R; MDR-18; LDR-5; MHP; CIV; OS-R
South	Residential; Agriculture; Heavenly Care Daycare and Preschool; Manolesco Nurseries; Commercial	Low-Medium Density Residential; Medium Density Residential; General Commercial	ICC (Interim Community Commercial); AG
East	Euclid Avenue (City Right-of-Way)	---	---
West	Residential; Commercial	Low-Medium Density Residential; Neighborhood Commercial	LDR-5; CN; MDR-18

TABLE 4: SURROUNDING LAND USE AND FACILITIES WITHIN THE LOCAL VICINTIY OF THE PROJECT

Item No.[1]	Establishment	Sensitive Receptor Type	Distance from Project Alignment (miles)
Segment 1: Euclid Avenue between 4th Street and E. Holt Blvd (Reference Figure 2A: Northern Portion Local Vicinity Map)			
1	Chaffey High School	Education	4th St. to 30-inch IEUA recycled water main (0.1 mi.)
2	Vina Danks Middle School	Education	4th St. to 30-inch IEUA recycled water main (0.1 mi.)
3	Chaffey Memorial Library	Public Library	4th St. to 30-inch IEUA recycled water main (0.1 mi.)
4	Champions at Euclid Elementary	Childcare	Euclid Ave. proposed recycled water main (0.1 mi.)
5	Turciz Family Daycare	Childcare	Euclid Ave. proposed recycled water main (0.1 mi.)
6	First United Methodist Church	Place of Worship	Euclid Ave. proposed recycled water main (0.1 mi.)
7	New Apostolic Church		Euclid Ave. proposed recycled water main (0.1 mi.)
8	American Inn	Hotel	Euclid Ave. proposed recycled water main (0.1 mi.)

9	First Lutheran Church Ontario	Place of Worship	Euclid Ave. proposed recycled water main (0.1 mi.)
10	Central Language Academy	Education	Euclid Ave. proposed recycled water main (0.1 mi.)
11	Ontario Veterinary Hospital	Animal care	Euclid Ave. proposed recycled water main (0.1 mi.)
12	St. George Catholic Church	Place of Worship	Euclid Ave. proposed recycled water main (0.2 mi.)
13	Ontario Park	Parks and Open Space	Euclid Ave. proposed recycled water main (0.2 mi.)
14	St. George School	Education	Euclid Ave. proposed recycled water main (0.2 mi.)
Segment 3: E. B Street (Reference Figure 2A: Northern Portion Local Vicinity Map)			
15	Ontario Town Square (Town Square Park and Civic Center)	Entertainment/ Public Facility	Euclid Ave. proposed recycled water main (0.1 mi.)
Segment 4: E. C Street between Euclid Avenue and N. Lemon Avenue (Reference Figure 2A: Northern Portion Local Vicinity Map)			
16	Mule Car and Veterans' Memorial Obelisk	Historical Landmark	Euclid Ave. proposed recycled water main (0.1 mi.)
17	Ontario Senior Center	Senior Care	Euclid Ave. proposed recycled water main (0.1 mi.)
18	Ovitt Family Community Library	Public Library	Euclid Ave. proposed recycled water main (0.1mi.)
19	Snyder Ontario Apartments Metro 102	Multi-use Residential, apartments	Euclid Ave. proposed recycled water main (0.2 mi.)
20	San Antonion School	Education	Euclid Ave. proposed recycled water main (0.2 mi.)
Segment 5: E. E Street between Euclid Avenue and West of N. Lemon Avenue (Reference Figure 2A: Northern Portion Local Vicinity Map)			
15	Ontario Town Square (Town Square Park and Civic Center)	Entertainment/ Public Facility	Euclid Ave. proposed recycled water main (0.1 mi.)
Segment 6: E. Riverside Drive between Euclid Avenue and 200 feet East of Baker Avenue (Reference Figure 2B: Southern Portion Local Vicinity Map)			
1	Harris Place Apartments	Multi-family Residential	Riverside Dr. proposed water main (0.1 mi.)
2	Woodcrest Junior High School	Education Facility	Riverside Dr. proposed water main (0.4 mi.)
3	Liberty Elementary School	Multi-family Residential	Riverside Dr. proposed water main (0.4 mi.)
4	Heavenly Care Daycare and Preschool	Childcare Place of Worship	Riverside Dr. proposed water main (0.1 mi.)
5	Banal Na Pag Aral		Riverside Dr. proposed water main (0.1 mi.)
6	Country Meadows Mobile Home Park	Mobile Home Park/ Residential	Riverside Dr. proposed water main (0.1 mi.)
7	Sunrise Children Center	Childcare	Riverside Dr. proposed water main (0.1 mi.)
8	Dog Park	Park/ Open Space	Riverside Dr. proposed water main (0.1 mi.)
9	Westwind Community Center	Public Facility	Riverside Dr. proposed water main (0.1 mi.)
10	Live Oak Preschool	Education Facility	Riverside Dr. proposed water main (0.2 mi.)
7	Sunrise Children Center	Childcare	Riverside Dr. proposed water main (0.1 mi.)
8	Dog Park	Park/ Open Space	Riverside Dr. proposed water main (0.1 mi.)

Reference: **Figure 2A: Northern Portion Local Vicinity Map** & **Figure 2B: Southern Portion Local Vicinity Map**.
Source: City of Ontario General Plan EIR.
Note: (1) Item Number Corresponds with **Figure 2A: Northern Portion Local Vicinity Map & Figure 2B: Southern Portion Local Vicinity Map**

Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The State of California and City of Ontario's Local CEQA Guidelines identify Native American consultation as an important aspect of the cultural resource evaluation for CEQA compliance. To identify potential Native American resources, a Sacred Lands File Search (SLF) was conducted at the NAHC. A current Sacred Lands File Search response from the NAHC was received on February 5, 2024 (See Appendix D). The results from the SLF were negative, indicating the absence of cultural resources in the Area of Potential Effects (APE) for the Project. The NAHC suggested that local Tribes affiliated with the Project location should be contacted for more information regarding known and recorded sites. Therefore, the NHAC provided a list of Native American Tribes that could assist in identifying potentially significant resources due to these Tribes' presence in the Project Area.

The City of Ontario initiated formal AB 52 Native American Consultation on November 5, 2024, and received a letter on November 14, 2024, from the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) requesting mitigation measures. The Project is within Serrano ancestral territory and is of interest to the Tribe. At this time, due to the nature of the Project and its location as well as the Cultural Resources Management Department's present state of knowledge, the Tribe does not have any concerns with Project implementation as currently planned. The Tribe has requested that mitigation measures be included for CEQA compliance which require that the Tribe be notified if buried resources are encountered during construction and for Tribal input regarding the significance, appropriate next steps, monitoring, and treatment of cultural and Tribal resources found during construction. These mitigation measures are included in the MMRP for the Project as **MM CUL-01 through CUL-04.**

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)

This ISMND is intended to assist state and local agencies as well as special purpose districts in their responsibilities for permit review or approval over various aspects of the Project. ***Table 5: Summary of Agency Approvals*** outlines the following permits and approvals that are required for the Project (see below):

TABLE 5: SUMMARY OF AGENCY APPROVALS

Agency	Permit
City of Ontario	Encroachment Permit Easements for Installation of Recycled Water Pipeline SWPPP NPDES Consistency Ontario Tree Preservation Ordinances Euclid Avenue HPTMP Ontario Historic Preservation Ordinances
Inland Empire Utility Agency (IEUA)	Coordinate Connection to existing recycled water system
San Bernadino County Flood Control District	San Bernadino County Department of Public Works, Transportation and Flood Control Standard Specifications & Inspections

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture & Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology & Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☒ Hydrology & Water Quality	☒ Land Use & Planning	☐ Mineral Resources
☒ Noise	☐ Population & Housing	☒ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☒ Utilities & Service Systems	☒ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Original Signed

Signature

Date

Luke Zhipeng Qu

Printed Name

Ontario Municipal Utilities Company

For

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DESCRIPTION OF PROJECT

PURPOSE AND NEED

The Project represents a portion of Ontario's phased recycled water infrastructure improvements that will facilitate conversion of landscape irrigation from potable water to recycled water. The use of recycled water for irrigation has been approved in concept under The Ontario Plan (Ontario's General Plan (GP)), to maximize the use of recycled water and reserve potable water under approved local and state water policies. The Project is estimated to conserve 25 million gallons of potable water annually by converting existing irrigation systems in public landscaped areas from potable water to recycled water provided by Inland Empire Utilities Agency (IEUA). Over 50 million gallons per day of wastewater is accepted and treated at IEUA facilities; this water is treated to Title 22 Regulations established by the State Division of Drinking Water for agriculture, municipal irrigation, industrial uses, and for groundwater replenishment. The Project will facilitate City conformance with the State Water Board's emergency conservation regulation, which requires mandatory reductions in potable water consumption in urban areas to reduce potable water use by 25 percent statewide (City of Ontario Recycled Water Distribution System Project IS/MND 2016). The Project is consistent with approved City plans, and it is not considered growth inducing.

OMUC is the City's water purveyor and is responsible for providing water, recycled water, sewer, trash collection and recycling services throughout Ontario. OMUC oversees planning and development of Ontario's recycled water distribution system. The Project is being proposed by OMUC to implement goals and policies for sustainable water use and expansion of the recycled water system. The Project proposes to construct new recycled water mains and to convert portions of the existing potable water mains to recycled water; it will extend recycled water service to the south from an existing 30-inch diameter IEUA recycled water distribution main at 4th Street/Euclid Avenue and will extend recycled water service to the west and north from a City-owned 24-inch diameter recycled water main located within E. Riverside Avenue at an existing stubbed main approximately 200 feet east of Baker Avenue.

The Project proposes irrigation with recycled water within portions of the Euclid Avenue median and parkway, in parks and open space located south of 4th street and north of E. Riverside Avenue, East of S. San Antonio Avenue, and West of S. Sultana Avenue near the western city limits: A new recycled water main will be constructed within northbound Euclid Avenue between 4th Street and E. Holt Avenue for irrigation of the Euclid Avenue median; an existing potable water main in northbound Euclid Avenue will be converted to recycled water for median irrigation between E. Walnut Avenue and E. E. Riverside Drive. Proposed connections from the new main in Euclid Avenue include 12-inch and 8-inch diameter recycled water mains extending from northbound Euclid Avenue to the Euclid Avenue Historic District and Downtown District north of E. Holt Avenue; these connections will distribute recycled water to the east and west of Euclid Avenue for irrigation of public parks and open space. The Project will provide recycled water for irrigation at James R. Bryant Park, west of Euclid Avenue and for parks, public open space and public facilities within Ontario's Civic Center area to the east of Euclid Avenue. The Project will also provide recycled water for irrigation of Centennial Park and Riverside Parkway north of E. Riverside Drive in the south part of the APE east of Euclid Avenue.

The Project proposes tree maintenance to remove and replace a total of ten (10) trees that are in poor health (see ***Table 6: Project Components (APE)***, ***Table 7: Tree Maintenance Recommendations, Figure 2A: Northern Portion Local Vicinity Map, Figure 5A: Photo Location Key Map, and Figure 6 Site Photos***. Nine (9) of these existing trees are within the Euclid Avenue ROW and one of these trees is at James R.

Bryant Park. Plans for the Project show 60-inch box tree replacements that are intended to maintain visual continuity within the APE and safety for compliance with Ontario's Municipal Code requirements. Plans for the Project show tree replacements include two (2) strawberry trees *(Arbutus Unedo), 12-feet to 14-feet high with 6- to 7-foot diameter canopies. Replacement trees will also include seven (7) California pepper trees (Schinus molle) and one (1) silk oak (Grevillea robusta), 16-18-feet high and 8- to 9-feet in diameter.*

Conversion of existing irrigation to recycled water will make additional potable water available to support the approved land use patterns shown on Ontario's Land Use Map (LU-01, Land Use Plan) and will support regional and state initiatives concerning housing and sustainability. The Project will provide connections for future extension of recycled water service in the City of Ontario Plan Area according to the approved WMP. Permanent sustainable irrigation at the following community resources is proposed:

- Center median along Euclid Avenue (between 4th and Holt Boulevard; and between E. Walnut Street and Riverside Drive),
- City Civic Center complex,
- Town Square Park,
- James R. Bryant Park,
- Centennial Park, and
- E. Riverside Drive Parkway (along the north side of E. Riverside Drive (west of approximately 200 feet east of Baker Street).

PROJECT OBJECTIVES

The Project will implement the State Water Board's Recycled Water Policy and Regulations, an emergency regulation regarding use of recycled water for landscape irrigation. The Project will improve the accessibility of Ontario's IEUA recycled water allotment to OMUC, as the City's water purveyor. The Project will fulfill Ontario's GP objectives for improving recycled water distribution and will reduce reliance on potable water for landscape irrigation. The Project is proposed to achieve the following City objectives:

- Convert existing irrigation systems to recycled water at Centennial Park, Riverside Parkway, James R. Bryant Park, Town Square Park, the Civic Center complex, and portions of the Euclid Avenue landscaped median.
- Avoid utility conflicts and utility relocations.
- Avoid damaging and support long-term maintenance of City resources including historic structures, trees, parks, and landscape open space.
- Implement City's Municipal Code, including sections pertaining to Historic Preservation, Design Guidelines, Standard Specifications, Drawings and Approved Materials list.
- Maintain continuous water service to the public and water customers during construction.
- Implement applicable HPTMP Guidelines for preservation of Euclid Avenue Historic Property:
  - Protect CDF structures in place.
  - Restore areas that have been disturbed during construction according to Ontario's Municipal Code.
  - Preserve the spatial relationships and historical character of the original design of Euclid Avenue.

PROJECT SUMMARY

The Project involves primarily underground infrastructure improvements within paved or currently developed public right-of-way (ROW); it will install ancillary valves, replacement landscaping including

trees, and sprinkler head replacements above ground surface (AGS) within landscaped areas. Proposed water mains will be constructed using open trench methods and will involve approximately 63,400 square feet of disturbance and approximately 384,400 cubic feet of earthwork. Plans for the Project show construction of approximately 20,400 linear feet (LF) of City-owned and operated recycled water mains, approximately 300 LF of lateral connections, and conversion of approximately 2,000 LF of existing potable water mains for distribution of recycled water within city limits. At connection points with existing irrigation systems, Project implementation will temporarily remove portions of existing landscaping and paved surfaces. The Project will replace ten (10) existing trees that are in poor health according to Ontario's Municipal Code. Upon completion of construction, existing surfaces will be restored at connection points and along the new and converted recycled water mains according to current standards in the City's Municipal Code.

REGIONAL ACCESS AND LOCATION

The Project is within southwestern San Bernadino County. The Project and the City of Ontario are approximately 40 miles east of downtown Los Angeles (DTLA), via regional transportation routes I-10 and State Route 60 (SR-60). Surrounding cities include Upland and Rancho Cucamonga to the north; Montclair and Chino in the west and southwest; Jurupa Valley and unincorporated San Bernardino County to the east (See Figure 1: Regional Location Map). Ontario is located approximately 6 miles south from the foothills of the San Gabriel Mountains; approximately 9 miles east and northeast of Chino and Puente Hills, and approximately 17 miles north of the Santa Ana River. Ontario is approximately 23 miles west of Lytle Creek Wash (Ontario Plan 2015 EIR 2022).

As shown on ***Table 6: Project Components (APE)*** and ***Regional Location and Local Vicinity Figures 1, 2, 2A and 2B,*** the recycled water improvements proposed with the Project are bisected into distinct north and south locations within existing paved and developed City of Ontario ROW. The north part of the Project is near the western city limits, I-10. The closest regional transportation route to the north is I-10, approximately 1.6 miles north of the Civic Center complex. The south part of the Project is near the southwest city limits. The closest regional transportation route to the south portion of the Project is SR-60, which is approximately 0.75 miles north of the intersection of Euclid Avenue and E. Riverside Drive.

SETTING AND BACKGROUND

The Project will be implemented within an urban setting at Ontario's southern gateway at Euclid Avenue; this area is fully developed with a variety of land use, utilities, community facilities, and important historical resources.

The Project is in an area that experiences a Mediterranean-type climate favorable for agriculture. During its early years, Euclid Avenue was the nucleus of the Ontario Irrigation Colony (Ontario Colony), consisting of primarily agricultural communities, growing and exporting citrus. Euclid Avenue was established as a focal point and a regional transportation route for the Ontario Colony and surrounding areas that eventually grew and became incorporated as the City of Ontario. Growth in Ontario has been continuous since incorporation in 1891 and has led to a wide variety of land use. Between the late 1800's through the mid-1960's, Euclid Avenue served as a regional transportation route until the modern regional freeway system was completed. From the time of its construction, Euclid Avenue has been and continues to serve as a community gateway and major thoroughfare.

Surrounding the Project, at the north end, there are mixed-use, institutional, residential, and commercial properties that are adjacent to the Project within Ontario's Downtown District and Euclid Avenue Historic

District; the Downtown District is a planned revitalization area and includes the Civic Center area (City Hall, Library, and Town Center). The Downtown District overlaps with the Euclid Avenue Historic District, which consists of development adjacent to Euclid Avenue in various styles of architecture from 1887 through the 1960's; original Victorian-era buildings through post-war development make up the setting for the Project within the Euclid Avenue Historic District on the north end of the Project. Portions of the north end of the Project are also within the boundaries of the Euclid Avenue Historic Property (ROW protected under the Euclid Avenue HPTMP). The period of historical significance for Euclid Avenue is 1882 to 1940, beginning with the date of the Ontario Colony. The Euclid Avenue Historic Property consists of the entire 200-foot-wide street ROW including landscaped Parkways and paved travel lanes on both sides of a broad landscaped median: The Euclid Avenue ROE includes a 60-foot-wide median extending along the full length of Euclid Avenue and 15-foot-wide side parkways between the back of the sidewalks and front property lines on each side of the paved travel lanes. Northbound and southbound lanes of traffic (two lanes in each direction) are separated by the landscaped median, which includes grass lawns flanked by rows of trees and rose beds; City improvements include public benches, fountains, drinking fountains, and other important community structures; the median has been divided at intersections with cross streets (at 4th Street, J Street, I Street, E Street, G Street, F Street, E Street, D Street C Street, and B Street). Parkways that are adjacent to the northbound and southbound travel lanes of Euclid Avenue are comprised of a combination of historic and modern curb, gutter, sidewalks, and additional trees.

There are modern tract homes, undeveloped land, and agriculture near the southern city limits at the south end of the Project. Land that is south and southwest of the Project is planned for future development under Ontario's Municipal Code as Specific Plan Overlay (south of E. Riverside Avenue) and in the Borba Village Specific Plan (West of Euclid Avenue).

Within the boundaries of the Project the important features that contribute to the environmental setting include the original Character Defining Features (CDF) of the Euclid Avenue ROW that were identified in the Euclid Avenue HPTMP: Peruvian pepper trees in the Euclid Avenue median, any silk oak trees in the parkway, and any oaks planted in the parkway between Holt Boulevard and E. G Street, curved Armstrong rose beds, granite cobblestone curbs, scored sidewalks, and vintage street lighting. Structures within the median that contribute to the environmental setting for the Project and Ontario's community character include the Gravity Mule Car Replica (Mule Car), reconstructed Community Bandstand (Bandstand), Women's Christian Temperance Union Drinking Fountain (WCTUDF), and Veteran's Obelisk. A total of 729 trees surrounding the Project, with trunk diameters exceeding 5 inches, were inventoried for the Project. Ten (10) of the surveyed trees were identified as being in poor health and requiring immediate removal with the Project and 163 trees were identified as needing close monitoring following construction of the Project.

Existing infrastructure above and below ground surface within Euclid Avenue include conduit for electricity, street lighting, communications infrastructure, and wet utilities (water, sewer, storm drainage, and irrigation). Within the E. Riverside Drive right-of-way, at the south end of the Project, underground utilities consist of a 12-inch diameter potable water main, serving adjacent land use. Approximately 200 feet east of the intersection of E. Riverside Drive and Baker Avenue, a 24-inch recycled water main is located within the City right-of-way. The Project setting is fully developed except for agricultural land south of E. Riverside Avenue.

AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) is within paved streets and portions of landscape open space/parks where construction, tree maintenance, and staging are proposed for the Project; these areas are collectively referred to as the Area of Potential Effects (APE) because this is where direct impacts from the Project will occur. An inventory of the APE is provided in ***Table 6: Project Components (APE).*** Impacts within the APE will be temporary and intermittent due to construction activities, such as earthwork, tree maintenance, temporary lane closures, pipeline construction, excavation, and trenching. The APE will be restored to pre project conditions pursuant to standards of Ontario's Municipal Code after construction is complete. The APE consists of paved travel lanes and Parkway within portions of Ontario's ROW designated as Primary Arterials, Minor Arterials, Collector Streets, and Local Roadways on GP Figure M-01, Mobility. The APE includes the following locations where laterals, meters and connections are proposed: James R. Bryant Park (at the northwest parcel corner); East side of the intersections with Euclid Avenue at E. E. Street, E. C Street and E. B Street (for the Civic Center area), Euclid Avenue median (Laterals are proposed approximately 200 feet south of the Mule Car, east side of the median at the Grand Stand, north of E. B Street, and midway between E Street and F Street, at the southerly parcel boundary of Centennial Park, and along the south parcel boundary of Riverside Parkway). Tree removal/replacement are proposed within the Parkway of Euclid Avenue. A detailed description of the APE and proposed work is provided below and in ***Table 6: Project Components (APE) and in Figures 2A and 2B, Local Vicinity.***

A new recycled water main will be constructed in the northbound lane of Euclid Avenue, adjacent to the Euclid Avenue median, between 4th Street and E. Holt Boulevard; new mains will branch to the east and west from the new recycled water main in Euclid Avenue within portions of W. F Street, W. Flora Street and N. Vine Avenue. The Project will construct connections and will convert existing potable water mains located in E. E Street, E. C Street, E. B Street, and N. Lemon Avenue to recycled water. The Project will install laterals from the new and converted recycled water mains to existing irrigation systems for the Euclid Avenue center median, James R. Bryant Park, the Civic Center complex (City Hall/Seniors' Center), and Town Square Park (amphitheater/recreation center) within the Northern Project Area.

Northern Portion of Project

Segment 1

The Project APE is at a point of connection in the northbound lane of Euclid Avenue to the existing IEUA recycled water main within the Euclid Avenue and 4th Street intersection. A new main will be constructed in northbound Euclid Avenue between 4th Street and E. Holt Boulevard adjacent to the median. Laterals and connections will be constructed in developed public ROW to connect the new main at four (4) locations along the east side of the Euclid Avenue center median to the existing irrigation systems in the median. Tree maintenance is proposed north of E. Holt Boulevard. Within the median of Euclid Avenue, the following lateral locations and tree maintenance are proposed:

- North of Holt Boulevard at Euclid Avenue a lateral to service existing sprinklers will be constructed to serve the Euclid Avenue median approximately 200 feet south from the Mule Car (Trolley Exhibit Building). This section of the Euclid Avenue median includes benches, irrigation (sprinklers and bubblers) and drinking fountains. Immediately north of Holt Blvd. right-of-way, two (2) existing trees in the east side of the median (Tree #'s 337 and 338) are proposed for removal/replacement due to existing poor health.
- East of the Grandstand a lateral will be installed as a connection between the existing irrigation system and the main proposed in northbound Euclid Avenue. This section of median includes modern curb and gutter at the lateral location.

- North of E. B Street at Euclid Avenue a recycled water lateral will be installed approximately 120 feet north of the Veterans Obelisk within the median. This section of median includes modern curb and gutter at the lateral location.
- Midway between E. E Street and E. F Street, a new recycled water lateral will be installed from the new main in northbound Euclid Avenue. This section of median includes modern curb and gutter at the lateral location. One (1) tree removal/replacement (#365) is proposed in the east side of the median north of E. E Street.
- South of E. G Street, one (1) tree removal/replacement (#379) is proposed in the east side of the median.
- Three (3) tree removals/replacements (402, #403, and #405) are proposed in the east side of the median south of E. El Morado Court.
- One (1) tree removal/replacement (#408) is proposed in the east side of the median south of E. H Street.
- One (1) tree removal/replacement (#482) is proposed in the parkway east side of the Euclid Avenue ROW and south of E Granada Court.

Segment 2

The APE for the Project mains is proposed within paved portions of streets and where a lateral will be constructed at James R Bryant Park. Recycled water mains will be constructed within paved portions of eastbound W. F Street from northbound Euclid Avenue to northbound N. Vine Avenue, from N. Vine Avenue to westbound W. Flora Street to the northwestern corner of James Bryant Park. Laterals at James Bryant Park will require an approximate 10-foot by 10-foot area for construction of a connection at the meter near the intersection of San Antonio Avenue and W. D Street. One (1) tree removal (#212) is proposed north of James R. Bryant Park.

Segment 3

The APE for the recycled water main will be within westbound E. B Street; it will connect to an existing 8-inch diameter recycled water main near N. Lemon Street east of Euclid Avenue to convert existing potable water mains to recycled water to serve the Civic Center area and will require minimal earthwork.

Segment 4

The APE for E. C Street will be in the eastbound lane from the Euclid Avenue/E. C Street intersection to west of Lemon Avenue. Three (3) laterals adjacent to Ontario Town Square and Ontario City Hall (C St and D St roundabout) will be installed to connect recycled water service to an existing 8-inch diameter recycled water main.

Segment 5

The APE for E. E Street is within the eastbound lanes between Euclid Avenue to an unnamed alley to the east of Euclid Avenue. The APE will extend approximately 303 LF along E. E Street towards an unnamed alleyway, to the east, where it will terminate and be stubbed for future use.

Southern Portion of the Project

Segment 6

E. Riverside Drive between Euclid Avenue and 200 feet east of Baker Avenue; the Project will install laterals from the new recycled water main to existing irrigation systems for Centennial Park and Riverside Parkway. The APE is where a new recycled water main will be constructed in eastbound E. Riverside Drive, a 6-lane east-west Minor Arterial containing a Class II Bicycle Lane.

Euclid Avenue ROW (E. Riverside Drive and E. Walnut Street)

Euclid Avenue median, between E. Riverside Drive and E. Walnut Street, that will be converted to recycled water and connected to Ontario's recycled water distribution system with new laterals. The Project will supply recycled water to a portion of the landscaped median on Euclid Avenue between E. Riverside Drive and E Walnut Street.

Centennial Park

Centennial Park is adjacent to the south of the westbound lanes E. Riverside Drive. The neighborhood park was developed in 1983 and contains basketball courts; picnic tables; a pedestrian/ bike path; a park area; a tot lot; and exercise equipment. The APE here will consist of a 10-foot-wide open trench within existing passive open space.

Riverside Parkway

The parkway on Riverside Drive is located adjacent to the westbound lanes of E. Riverside Drive between Centennial Park and Bon View Avenue. The parkway is landscaped with ornamental trees, bushes, grasses; overhead powerlines; and streetlights. The APE here will consist of a 10-foot-wide open trench within existing passive open space.

TABLE 6: PROJECT COMPONENTS (APE)

Segment No.	Proposed Structure	Public right-of-way + Direction of Pipeline Construction	Pipe Size & Length	Lat/Long; Elevation	Area of Temporary Disturbance
NORTHERN PORTION					
1	New Recycled Water Main	**Public right-of-way**: Northbound lane of Euclid Avenue adjacent to the median (City right-of-way; mixed-use corridor) **Direction**: North from Holt Blvd to 4th Street; connect to existing 30" IEUA pipeline at 4th Street **Public right-of-way**: Euclid Avenue (City right-of-way; mixed-use corridor)	**Size**: 8" diameter **Length**: ~ 5,300 LF	**Beginning of Proposed Segment**: Longitude 34.063327, Latitude -117.65095; ~1,000 ft AMSL **End of Proposed Segment**: Longitude 34.077882, Latitude -117.651218; ~990 ft AMSL	**Open Trenching:** 30-inches wide x 72-inches deep for ~5,300 LF **Construction Area:** Full width 24-feet
	Recycled Water Lateral to Existing Irrigation System for Euclid Avenue	**Public right-of-way**: Euclid Avenue (City right-of-way; mixed-use corridor) center median between B Street and C Street	**Three Lateral Pipes Size**: 4" diameter connection to existing irrigation system **Length**: ~20 LF	Longitude 34.065176, Latitude -117.65046; ~1,023 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep for ~ 20 LF
		Public right-of-way: Euclid Avenue (City right-of-way; mixed-use corridor) center median between C Street and D Street	**Pipe Size:** 4" diameter Existing irrigation system Length: ~15 LF	Longitude 34.068881, Latitude -117.650951; ~1,020 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep for ~15 LF

Segment No.	Proposed Structure	Public right-of-way + Direction of Pipeline Construction	Pipe Size & Length	Lat/Long; Elevation	Area of Temporary Disturbance
		Public right-of-way: Euclid Avenue (City right-of-way; mixed-use corridor) center median between F Street and E Street			
	Tree Removals (9 trees)[4]	**Public right-of-way**: Euclid Avenue (City right-of-way; mixed-use corridor) center median between E. Granada Ct. and E. G Street	Tree #: 482:Lat/Long 34.073078, -117.650769 (P) 408: Lat/Long 34.071956, -117.650975 (M) 405:Lat/Long 34.071519, -117.650969 (M) 403: Lat/Long 34.071209, -117.650999 (M) 402: Lat/Long 34.071109, -117.650989 (M) 379: Lat/Long 34.070151, -117.650969 (M) 365: Lat/Long 34.068364, -117.650980 (M) 338: Lat/Long 34.063801, -117.650933(M) 337: Lat/Long 34.063629, -117.650946 (M)		20 ft square, 4ft deep Tree Removals (8 median (M) trees and 1 parkway (P) tree)
2	New Recycled Water Main	**Public right-of-way**: eastbound lane of W. F Street (Collector Street) **Direction**: West from Euclid Avenue to Vine Avenue	**Size:** 8" diameter **Length**: ~1,530 LF	**Beginning of Proposed Segment**: Longitude 34.069430, Latitude -117.650860; ~1,010 ft AMSL **End of Proposed Segment**: Longitude 34.068799, Latitude -117.660188; 1,023 ft AMSL	**Open Trenching:** 26-inches wide x 68-inch deep **Construction Area:** Full width 24-feet
	New Recycled Water Main	**Public right-of-way**: northbound lane of N. Vine Avenue (Collector Street) **Direction**: South from F Street to Flora Street	**Size:** 8" diameter **Length**: ~200 LF		
	New Recycled Water Main	**Public right-of-way**: westbound lane W. Flora Street (Collector Street) **Direction**: East from Vine Avenue to James R. Bryant Park	**Size:** 8" diameter **Length**: ~1,290 LF		
	Recycled Water Lateral to Existing Irrigation at James R. Bryant Park	James R. Bryant Park	**Pipe Size:** 2" Diameter connection to existing irrigation system **Length**: ~20 LF	Longitude 34.068610, Latitude -117.660107; ~1,023 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep
	Tree Removals (1) - #212[4]	**Public right-of-way**: westbound lane Flora Street (Collector Street) at from James R. Bryant Park	Tree 212: Lat/Long: 34.068758,-117.659819		20 ft square, 4ft deep Tree Removal

Segment No.	Proposed Structure	Public right-of-way + Direction of Pipeline Construction	Pipe Size & Length	Lat/Long; Elevation	Area of Temporary Disturbance
3	Recycled Water Lateral to Civic Center	**Public right-of-way**: B Street City Civic Center buildings (City Hall/ Senior Center)	**Pipe Size:** 4" diameter connection to Existing irrigation system	Longitude 34.065822, Latitude -117.649520; 990 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep
		Town Square Park	**Pipe Size: 4" diameter connection to** existing irrigation system	Longitude 34.064892, Latitude -117.648351; 990 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep
		Public right-of-way: westbound lane of B Street Ontario City Hall (Police & Fire Department)	**Pipe Size:** 4" diameter connection to existing irrigation system	Longitude 34.06467, Latitude -117.64654; 990 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep
	Recycled Water Main	**Public right-of-way**: B Street **Direction**: East of Euclid Avenue and west of Lemon Avenue	**Size**: 8" diameter **Length**: ~55 LF	**Beginning of Proposed Segment**: Longitude 34.064606, Latitude -117.650853; ~997 ft AMSL **End of Proposed Segment**: Longitude 34.064606, Latitude -117.650220; ~997 ft AMSL	**Open Trenching:** 26-inches wide x 68-inch deep for ~55 feet **Construction Area:** Full width 24-feet
	Convert existing 8-inch potable water pipeline to recycled water	Civic Center area along B Street and Lemon Avenue	**Size**: 8" diameter **Length**: ~2,340 LF	Longitude 34.065822, Latitude -117.649520; 990 ft AMSL	**Excavation:** 10 ft wide by 10 ft deep
4	New Recycled Water Main	**Public right-of-way**: eastbound lane of C Street **Direction**: East of Euclid Avenue to connection with existing 8" RW main	**Size**: 8" diameter **Length**: ~110 LF	**Beginning of Proposed Segment**: Longitude 34.069430, Latitude -117.650860	**Open Trenching:** 26-inches wide x 68-inch deep for ~110 feet **Construction Area:** Full width 24-feet
5	New Recycled Water Main	**Public right-of-way:** Eastbound lane of East E Street (City right-of-way) **Direction:** East from Euclid Avenue to an unnamed alleyway.	**Size:** 8" diameter **Length:** 303 LF **Above-ground appurtenanc**	**Beginning of Proposed Segment:** Lat/Long: 34.068246, -117.65082 ~1,020 ft AMSL	**Open Trenching:** 2 ft wide x 2 ft deep for ~ 303 LF

Segment No.	Proposed Structure	Public right-of-way + Direction of Pipeline Construction	Pipe Size & Length	Lat/Long; Elevation	Area of Temporary Disturbance
			es: air valve and blow off valve located within the landscaped area of off E. E Street.	**End of Proposed Segment**: Lat/Long: 34.068262, -117.650273 **~1,020 ft AMSL**	
SOUTHERN PORTION					
6	New Recycled Water Main	**Public right-of-way**: eastbound and center lanes of E. Riverside Drive (6-lane Minor Arterial) **Direction**: West from between Baker Avenue and Vineyard Avenue (channel) to Euclid Avenue	**Size:** 24" diameter **Length:** ~11,130 LF	**Beginning of Proposed Segment**: Longitude 34.019221, Latitude -117.599588; 1,000 ft AMSL **End of Proposed Segment**: Longitude 34.019613, Latitude -117.614529; ~778 ft AMSL	**Open Trenching:** 42-inches wide x 84-inch deep for ~11,130 LF **Construction Area:** Full width 24-feet
	Recycled Water Main Conversion	Euclid Avenue center median between SR-60 and E. Riverside Drive	Existing irrigation system **Size**: 8" diameter **Length**: ~100 LF	Longitude 34.019353, Latitude -117.650736	**Open Trenching:** 2 ft wide x 2 ft deep for ~100 LF
	Recycled Water Lateral to Existing Irrigation at Riverside Parkway	Parkway along E. Riverside Drive west of Bon View Avenue	Existing irrigation system **Size**: 2" diameter **Length**:~ 40 LF	Longitude 34.019473, Latitude -117.648113	**Excavation:** 10 ft wide by 10 ft deep
	Recycled Water Lateral to Existing Irrigation at Centennial Park	Centennial Park	Existing irrigation system **Size**: 2" diameter **Length**: ~ 25 LF	Longitude 34.019512, Longitude -117.640027	**Excavation:** 10 ft wide by 10 ft deep

Reference: See **Figure 2A: Northern Portion Local Vicinity Map** & **Figure 2B: Southern Portion Local Vicinity Map**
Notes: 1) LF= LF
2) Average dimensions of trenching are 6 feet wide by 8 feet deep.
3) AMSL is an acronym for Above Mean Sea Level
4) Denotes a Character Defining Feature for Euclid Avenue Historic Property

LOCAL VICINITY

The Local Vicinity consists of areas surrounding APE. The Local Vicinity is where temporary indirect impacts from construction may be noticeable such as traffic delays from Project detours, visible construction equipment and activities, and audible intermittent construction noise. Impacts will be temporary within the Local Vicinity, which consists of developed or improved land surrounding APE or agricultural land south of the APE. Land use, city programs and sensitive receptors in the Local Vicinity are described according to location and proximity with Project construction in the following paragraphs. The northern part of the Project is within overlapping historic areas, either designated as historic districts or potential historic districts.

NORTHERN PROJECT AREA

Euclid Avenue Historic District

The Euclid Avenue Historic District encompasses the street ROW and adjacent properties. Within the Euclid Avenue median and parkways modern additions are present and include curb/gutter/sidewalks, bike lanes and sharrows in both north and southbound directions, crosswalks, overhead electrical and communication lines, an existing 39-inch storm drain, and a 16-inch potable water main are located underground within the southbound lane, running parallel to Euclid Avenue's Center Median. Currently, a 16-inch potable water main provides irrigation to Euclid Avenue's landscaped median. The Euclid Avenue Historic District includes 102 historic-age (over 50 years old) structures and mature landscaping within and adjacent to Euclid Avenue. (Segments 1 and 2).

Potential Downtown West Additional Local Historic District

This potential district is between West Flora Street on the north, West Vesta Street on the south, Vine Avenue on the east, and Beverly on the west and the Project coincides along West Flora Street between Vine Avenue on the east and its western terminus at James R. Bryant Park. This potential district has not been officially designated but it does contain street trees and granite cobblestone curbs, both of which have been determined character defining features of designated districts elsewhere.

Proposed Downtown Historic District

The City has depicted this proposed district between Lemon Avenue on the east, Laurel Avenue on the west, West G Street on the north, and the railroad overpass on the south. The project alignment coincides with this proposed district on Euclid Avenue from B Street in the south to the district's northern terminus at G Street. The project alignment also crosses this district on West F Street from Euclid Avenue on the east to North Laurel Avenue on the west. The Euclid Avenue Mule Car/Tracks is also located within this historic district. This proposed district has not been officially designated but it does contain street trees and granite cobblestone curbs, both of which have been determined character defining features of designated districts elsewhere.

Proposed Downtown West Historic District

Ontario has depicted this proposed district between Laurel Avenue on the east, Vine Avenue on the west, G Street on the north, and C Street on the south. The project alignment coincides with this proposed district on F Street between Laurel Avenue on the east and Vine Avenue on the west. This proposed district has not been officially designated but it does contain street trees and granite cobblestone curbs, both of which have been determined character defining features of designated districts elsewhere.

Euclid Avenue Historic Property (4th Street to E. Holt Boulevard)

Euclid Avenue Historic Property includes the Euclid Avenue ROW between I-10 on the north and Philadelphia Street on the south and is where the northern part of the Project is located (between 4th Street and E. Holt Boulevard). Portions of Euclid Avenue have been listed on the NRHP and the CRHR since 2005 as an important example of community planning and development; social history; and landscape architecture.

The Local Vicinity surrounding the Project (Segments 1 through 5) consists of a mixture of commercial businesses, institutional facilities, mixed-use, parks, open space, and residential neighborhoods within the context of historic districts. Chaffey High School is approximately 200 feet north of the Project at 4th Street and Euclid Avenue intersection within Ontario's Historic District (Segment 1). The Local Vicinity within the median and side parkways of Euclid Avenue express the intended design of Euclid Avenue; as it was originally constructed with visual symmetry established by the rows of trees along the edges of broad parkways and landscaped setbacks. The original trees were planted in 1883, making them over 140 years old. Some of the existing trees have trunks over three feet wide. Over the years some trees have been replaced, and other trees have been added. The original design consists of a double row of Peruvian pepper trees *(Schinus molle)* in the median, planted 50 feet apart and the parkways at the back of the sidewalks feature a single row of silk oak trees *(Grevilia robusta)* that are planted 30 feet apart. This layout is consistent and predominant within the northern part of the Project and photos along Euclid Avenue show variations in tree and landscaping maturity indicating replacement and more recent planting within the Euclid Avenue median and parkways over time. Historic features of Euclid Avenue in the Local Vicinity that will not be directly impacted by Project construction due to setbacks shown on the plans and are listed as follows:

- Bandstand (north of E. C Street);
- Veterans Obelisk (north of E. B Street);
- Mule Car (south of E. B Street);
- WTUDF (north of E. C Street);
- Armstrong rose beds;
- King Standard Lampposts and reconstructed lampposts (both referred to as vintage streetlights);
- Granite and concrete curb and gutter; and,
- Scored sidewalks in the parkways.

The rose beds, vintage streetlights, historical masonry and cobblestone curbs, gutters and drainage structures are located north of E. F Street. South of E. F Street the curb, gutter, sidewalks and streetlights are modern. Other features within the median include modern benches, hardscape, signage, and drinking fountains.

4th Street

4th Street is a 2-lane east-west collector street; it is approximately 35 feet wide. (Segment 1). Surrounding land use includes residential properties and Chaffey High School at the northwest corner of 4th Street and Euclid Avenue within the Euclid Avenue Historic District.

W. F Street, N. Vine Avenue, and Flora Street

W. F Street, N. Vine Avenue, and Flora Street are city collector streets, 35 feet wide within primarily residential areas of Ontario's Downtown District. These roadways contain pedestrian walkways along either side of the public right-of-way. Electrical lines are located overhead along the west side of N. Vine Avenue and south side of W. Flora Street. A portion of F Street is located within the Euclid Avenue Historic Downtown West Addition Historic District. Surrounding land use consists of residences. A portion of this segment is within the potential (Segment 2)

James R. Bryant Park

The park consists of 9.6 acres located at the northeast corner of San Antonio Avenue and W. D Street and surrounded by residential development. This is a neighborhood park that offers a children's play area, tot lot, exercise equipment, restrooms, basketball courts, tennis court, baseball field and a fenced dog park. (Segment 2)

E. B Street and N. Lemon Avenue

E. B Street and N. Lemon Avenue are minor arterials located within Ontario's downtown historic district. Surrounding land use consist of civic center buildings, commercial and mixed use. (Segment 3).

E. C Street

E. C Street is a minor arterial. The Project main in this area will provide irrigation water for the Civic Center, Library and Town Square. Historic structures within the Euclid Avenue median near E. C Street are approximately 30 feet west of E. C Street and include the Bandstand. (Segment 4).

E. E Street

E. E Street is a minor arterial and located within Ontario's downtown historic district. Surrounding land use consists of commercial businesses (Segment 5).

SOUTHERN PROJECT AREA

On the south end of the Project, plans show a point of connection with the existing City of Ontario recycled water system located approximately 200 feet east of E. Riverside Drive at Baker Avenue. The Local Vicinity includes the modern residential tract development north of E. Riverside Drive and agriculture south of the eastbound lanes of E. Riverside Drive between Euclid Avenue and the existing point of connection 200 feet east of Baker Avenue.

E. Riverside Drive

Surrounding land use consists of residential, commercial, open space, and agriculture. Centennial Park is adjacent to the north of E. Riverside Drive; Levi Dickey High School is approximately 620 feet north of E. Riverside Drive and S. Parco Avenue; Whispering Lakes Golf Course, approximately 100 feet north of the E. Riverside Drive and S. Whispering Lanes Lane; Cucamonga Channel, Westwind Community Center, and Westwind Park, approximately 0.3 miles from the easternmost terminus of the E. Riverside Drive alignment (Segment 6).

Euclid Avenue ROW (E. Riverside Drive and E. Walnut Street)

Euclid Avenue median between E. Riverside Drive and E. Walnut Street that will be converted to recycled water and connected to Ontario's recycled water distribution system with new laterals and a new main connection from the new Project main in E. Riverside Drive. Euclid Avenue in this area of the Project includes the historic-age parkway and sidewalk layouts. Curbs and gutters have been replaced. The southern part of the Project will extend service laterals from E. Riverside Drive to adjacent portions of existing irrigation systems for Centennial Park the Riverside Parkway on the north side of E. Riverside Drive west of Baker Avenue. Surrounding land use includes residential and commercial along northbound Euclid Avenue. There are modern curb, gutter, and sidewalks along the Parkways in this area. Landscaping within the Parkways consists of grass and mature trees planted symmetrically along the borders.

Centennial Park

Centennial Park is adjacent to the south of the westbound lanes E. Riverside Drive. The neighborhood park was developed in 1983 and contains basketball courts; picnic tables; a pedestrian/bike path; a park area; tot lot; and exercise equipment. The APE here will consist of a 10-foot-wide open trench within existing passive open space.

Riverside Parkway

The parkway on E Riverside Drive is located adjacent to the westbound lanes of E. Riverside Drive between Centennial Park and Bon View Avenue. The parkway is landscaped with ornamental trees, bushes, grasses; overhead powerlines; and streetlights. The APE here will consist of a 10-foot-wide open trench within existing passive open space.

PROJECT CONSTRUCTION

Proposed construction activities consist of open trench construction. Potholing will occur prior to Project construction to avoid direct impacts to existing utilities and structures. Temporary barriers will be installed to isolate areas of active construction and staging, separating them from sensitive resources such as historical CDF and tree root zones. Upon completion of installation of recycled water pipes, connections, and appurtenances, the trenches will be backfilled and surfaces restored to pre-project conditions according to standards of the Ontario Municipal Code. Project construction is anticipated to begin in winter of 2025 and conclude in winter of 2026, lasting for approximately eleven months. Construction activities will occur between 7:30 AM and 4:30 PM, Monday through Friday; weekend work will be avoided when feasible, however, weekend or night work may occur to avoid peak traffic. The installation rate of the recycled water mains is expected to average 60 to 80 LF per day.

Construction activities will require a maximum of approximately six to eight crew members[2] at any one time for a total of 16 people working on the job daily during active construction. Crew members will get to the construction site utilizing personal vehicles, approximately 16 vehicles at any one time, accessing the construction site via local roadways and will park along paved ROW, adjacent to areas of active construction within the roadway, shoulder or at the street curbs. Temporary fencing will be placed around the perimeter of each work area to secure construction sites. In addition to fencing, active construction

[2] The number of construction crew members is an assumption based on the scale of the Proposed Project and type of infrastructure being implemented.

will either be backfilled or covered with trench plates at the end of each day. Water for construction and potable water during construction activities will be supplied by the City of Ontario's water system.

Equipment

Construction activities will involve the utilization of a variety of diesel-powered equipment along the Project Alignment throughout construction. Potential equipment on-site during construction include two (2) scrapers, one (1) tractor/ loaders/ backhoe, two (2) off-highway trucks, two (2) plate compactors, two (2) excavators, two (2) other material handling equipment, two (2) paving equipment, two (2) other construction equipment, four (4) pumps, two (2) skid steer loaders, two (2) surfacing equipment, two (2) rubber tiered dozers, and two (2) cranes. During temporary Project construction, equipment will be kept at a designated laydown yard or the Project contractor's own facility.

Staging

Staging areas will be located inside existing public right-of-way along various locations of the Project Alignment. These staging locations will depend on the portion of the alignment under construction as well as avoidance of sensitive resources that could be damaged.

Schedule and Phasing

Construction would not be phased. The contractor will lay approximately 60 to 80 LF of pipeline per day over a period of approximately 795 calendar days (555 working days) until the entire Project has been constructed. Utility potholing will occur prior to open trench construction and excavation.

LONG-TERM OPERATIONS AND MAINTENANCE

The Project is anticipated to be operational for a minimum of 50 years from completion of construction. Ontario will operate and manage the Project in a similar manner to existing conditions according to Ontario's Municipal Code. Therefore, Ontario does not anticipate additional staffing needs for long-term operation and maintenance of the Project. Monthly worker trips over the lifetime of the Project will be for routine inspections and ensure proper long-term maintenance.

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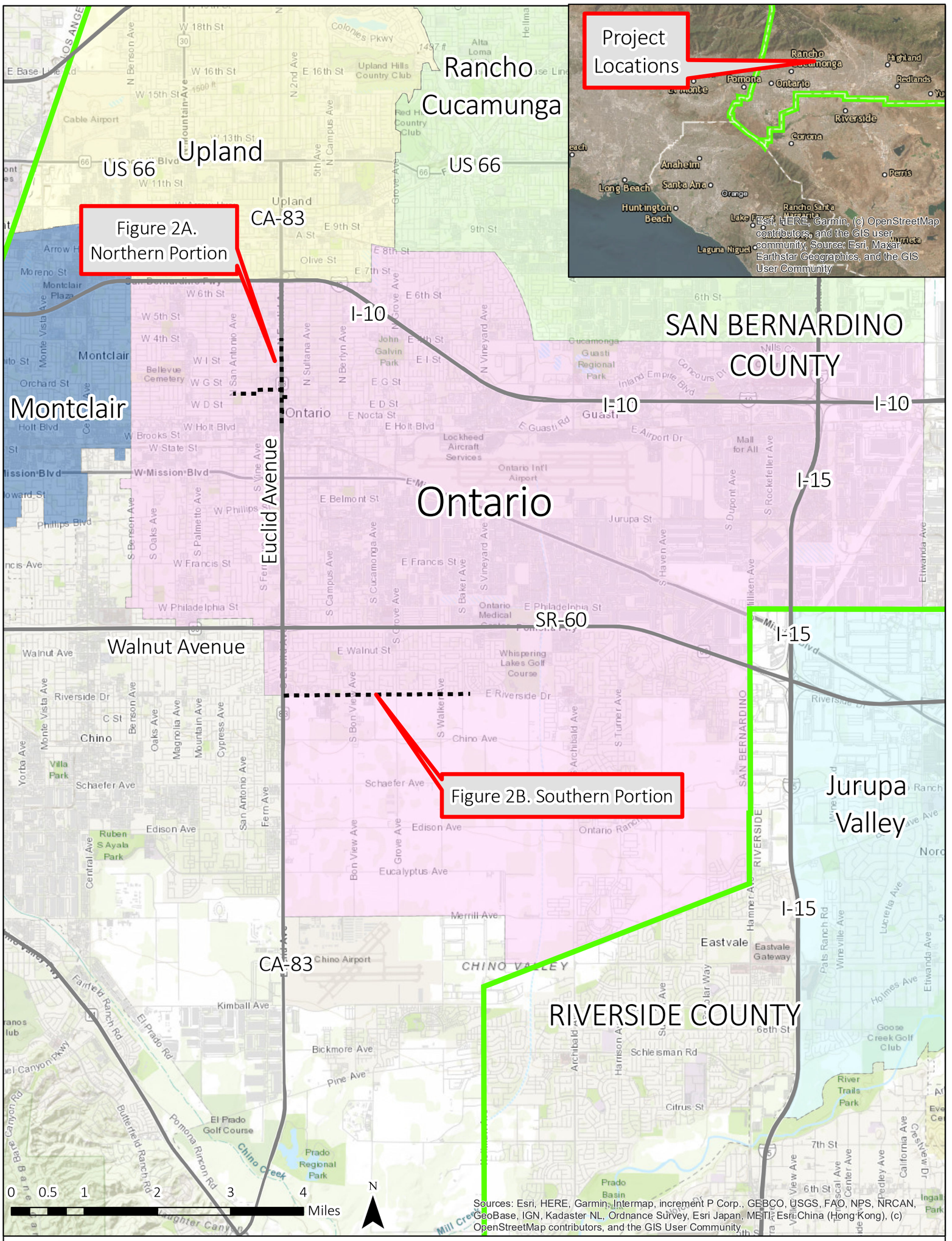

Legend

- Proposed Recycled Water Pipeline
- Highway
- San Bernardino County Limits
- Upland
- Rancho Cucamonga
- Ontario
- Montclair
- Jurupa Valley

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 1. Regional Location Map

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4th St
San Antonio Ave
Vine Ave
Lemon Ave
Sultana Ave
Flora St
F St
E St
C St
B St
Holt Blvd
I-10
Ontario
FIGURE 2A. Northern Portion
Euclid Ave
SR-60
FIGURE 2B. Southern Portion
Walnut St
Baker Ave
Vineyard Ave
Riverside Dr
N
0
0.5
1
Mile
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Legend

- Recycled Water Lateral
- IEU Connection Point

Conversion of Existing Potable Water Pipeline to RW

- Segment 3
- Segment 6

Proposed Recycled Water Pipeline

- Segment 1
- Segment 2
- Segment 4
- Segment 5
- Segment 6

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 2. Local Vicinity Key Map

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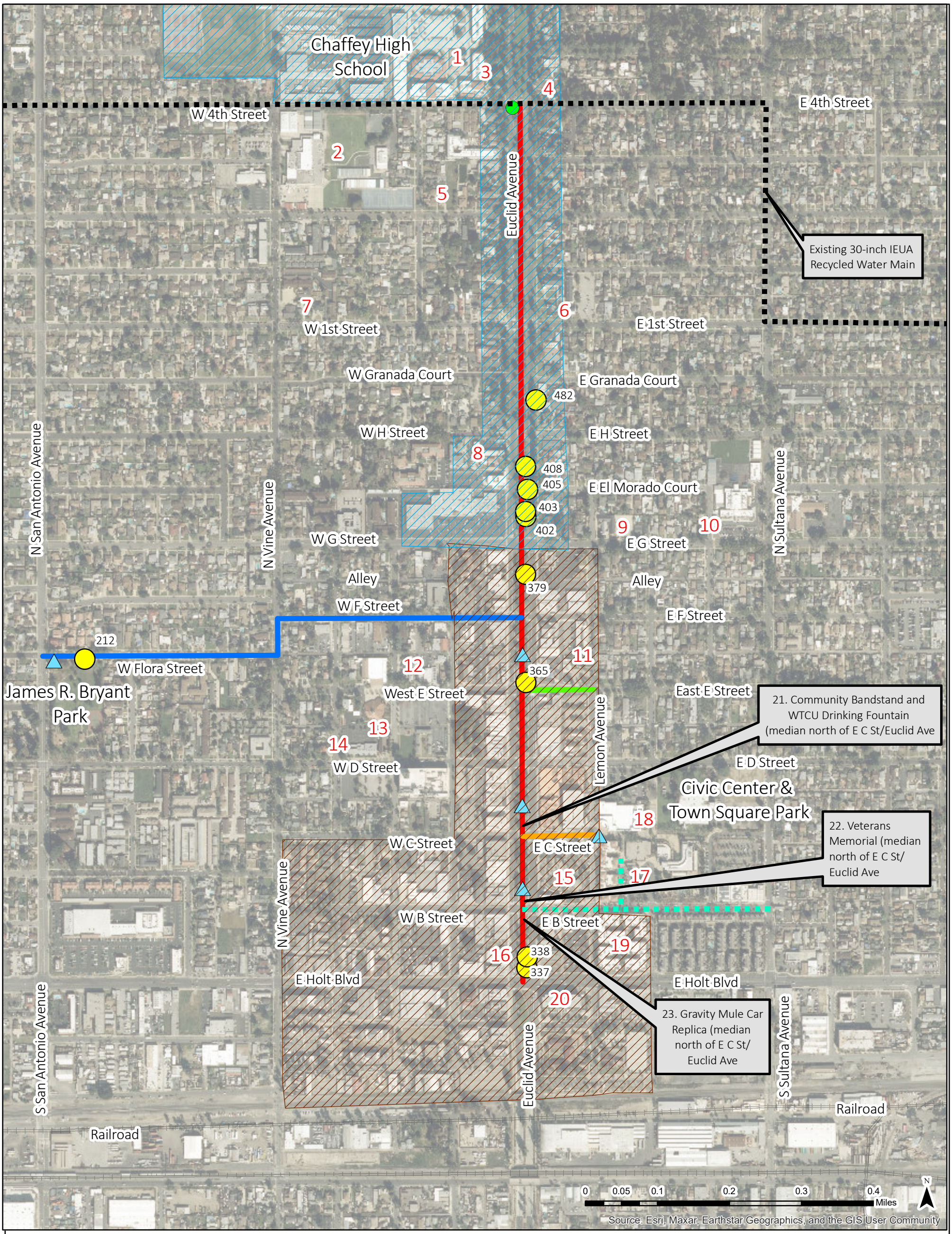

Legend

Proposed Recycled Water Pipeline
- Segment 1
- Segment 2
- Segment 4
- Segment 5

Conversion of Existing Potable Water Pipeline to RW
- Segment 3

Ontario Downtown District

Euclid Avenue Historic District

Railroad

IEU Connection Point

Recycled Water Lateral

Proposed Tree Removal and Replacement

Surrounding Land Uses
1. Chaffey High School
2. Vina Danks Middle School
3. Chaffey Memorial Library
4. Champions at Euclid Elementary
5. Turciz Family Daycare
6. First United Methodist Church
7. New Apostolic Church
8. American Inn
9. First Lutheran Church Ontario
10. Central Language Academy
11. Ontario Veterinary Hospital
12. St. George Catholic Church
13. Ontario Park
14. St. George School
15. Ontario Town Square
16. Mule Car
17. Ontario Senior Center
18. Ovitt Family Community Library
19. Snyder Ontario Apartments Metro 102
20. San Antonio School

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 2A. Northern Portion Local Vicinity Map

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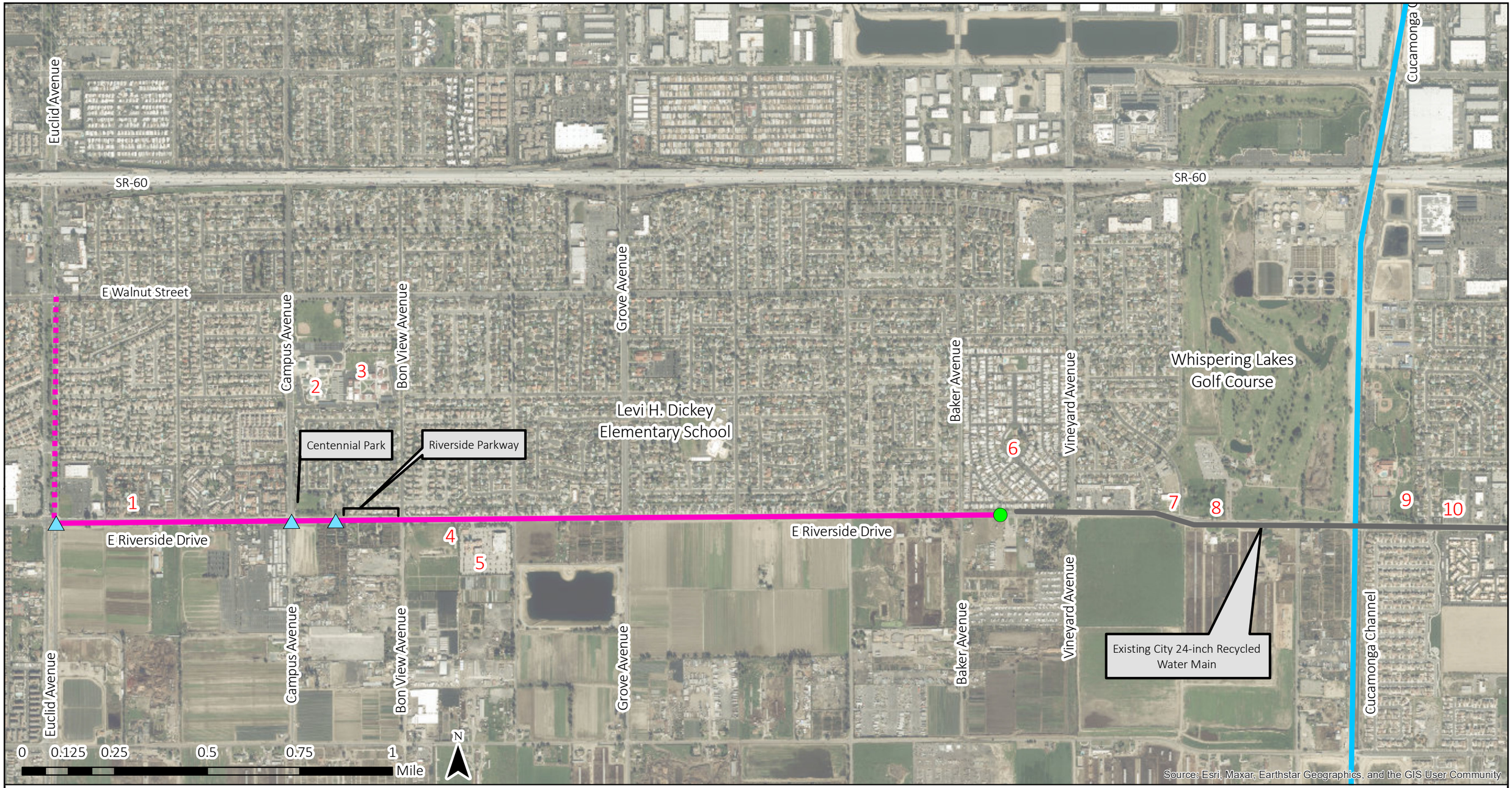

Legend

- Existing City 24-inch Recycled Water Pipeline
- SR-60
- Segment 6: Proposed Recycled Water Pipeline
- Segment 6: Conversion of Existing Irrigation System to RW
- Connection Point to Existing City RW Pipeline
- Recycled Water Lateral
- Cucamonga Channel

Surrounding Land Uses

1. Harris Place Apartments
2. Woodcrest Junior High School
3. Liberty Elementary School
4. Heavenly Care Daycare and Preschool
5. Banal Na Pag Aral
6. Country Meadows Mobile Home Park
7. Sunrise Children Center
8. Dog Park
9. Westwind Community Center
10. Live Oak Preschool

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 2B. Southern Portion Local Vicinity Map

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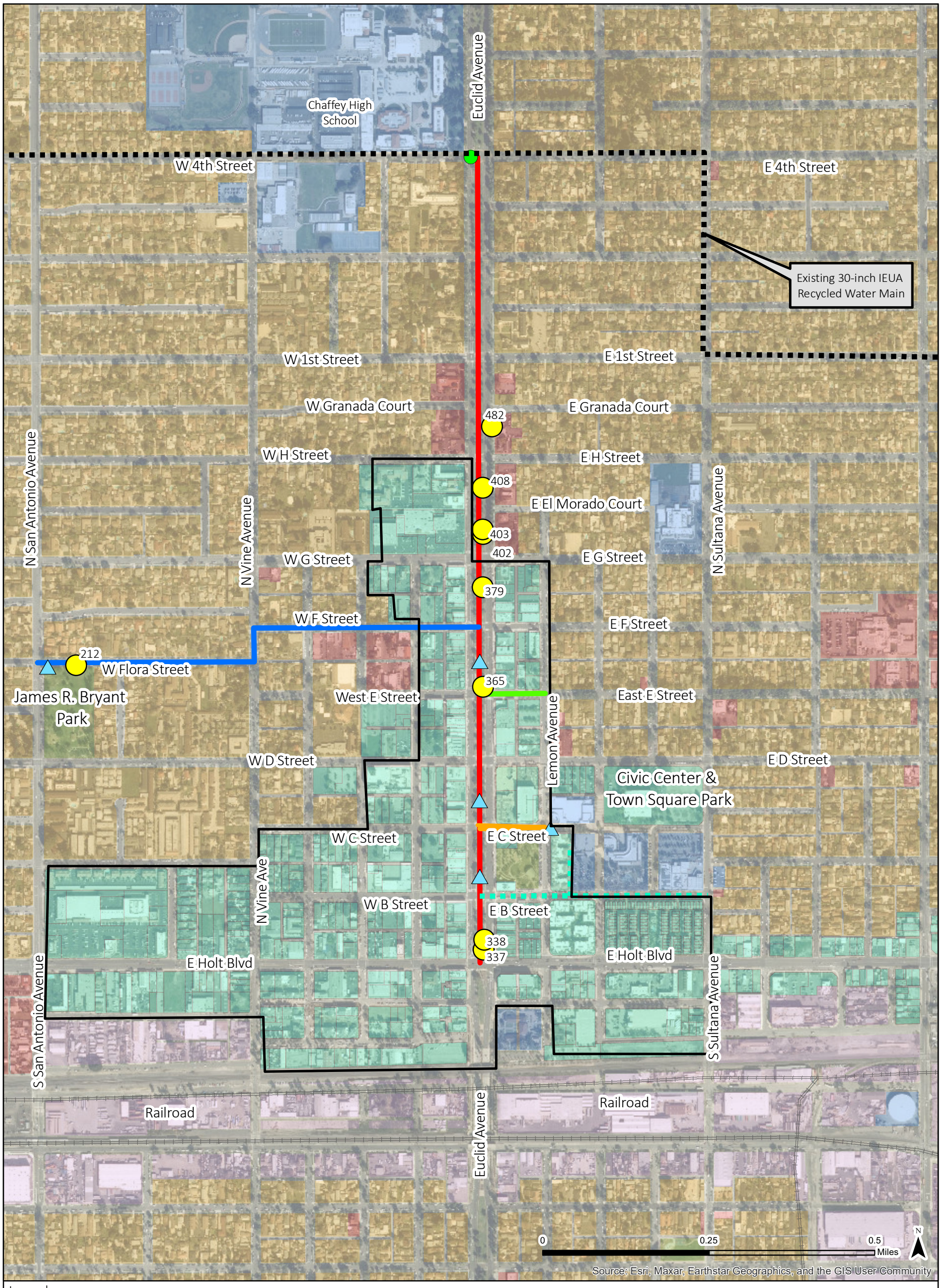

Legend

Proposed Recycled Water Pipeline
- Segment 1
- Segment 2
- Segment 4
- Segment 5

Conversion of Existing Potable Water Pipeline to RW
- Segment 3

- IEU Connection Point
- Recycled Water Lateral
- Proposed Tree Removal
- Railroad Track

Land Use
- Residential
- Mixed Use
- Commercial
- Industrial
- Open Space
- Public Facility
- Rail

- Ontario Downtown Mixed-use Zone (MU-1)

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 3A. Northern Portion Land Use Map

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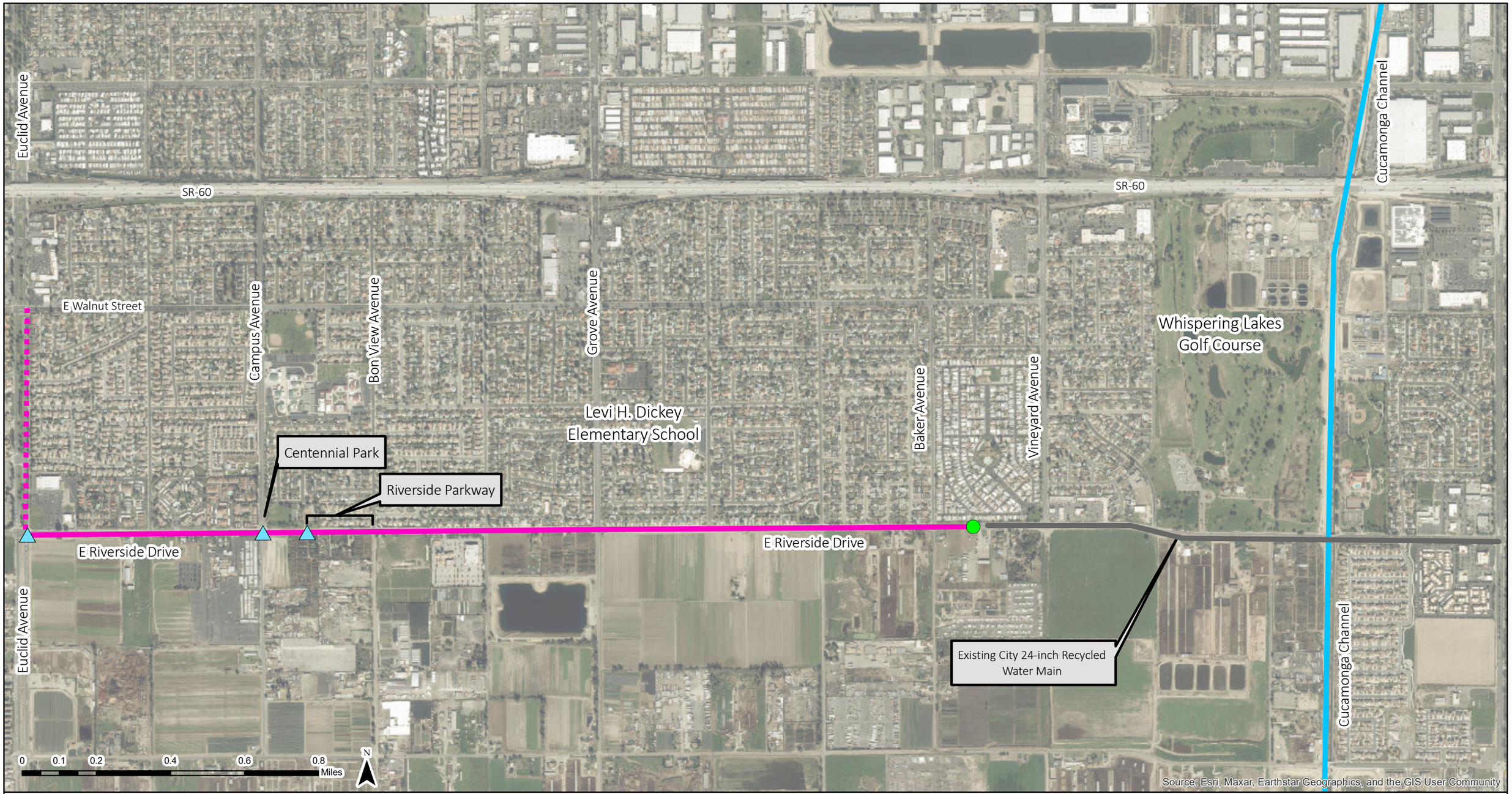

Legend

- Existing City 24-inch Recycled Water Pipeline
- Segment 6: Proposed Recycled Water Pipeline
- Segment 6: Conversion of Existing Irrigation System to RW
- SR-60
- Connection Point to Existing City RW Pipeline
- Recycled Water Lateral
- Cucamonga Channel

Land Use

- Residential
- Mixed Use
- Commericial
- Industrial
- Open Space
- Public Facility
- Rail

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 3B. Southern Portion Land Use Map

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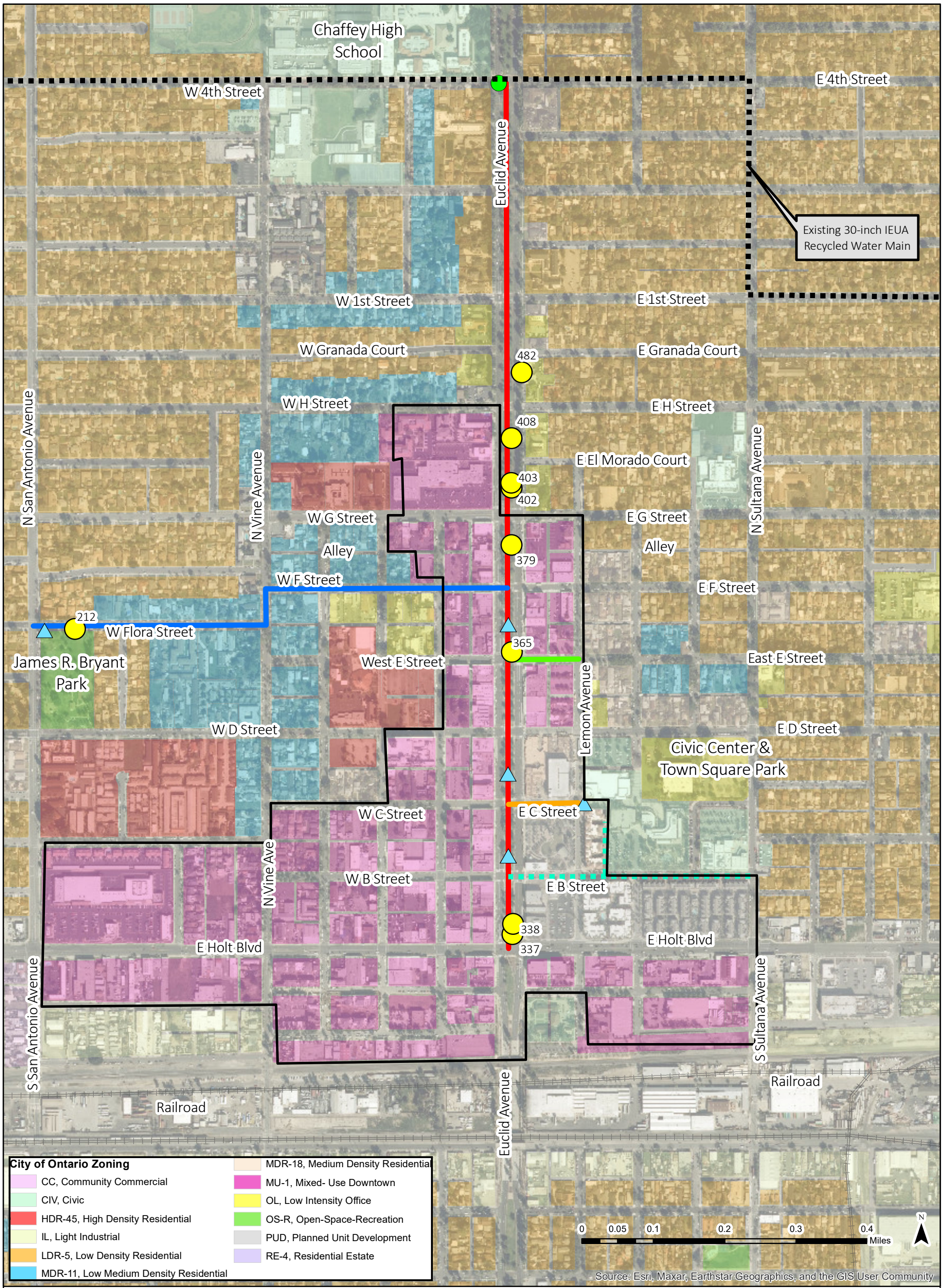

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 4A. Northern Portion Zoning Map

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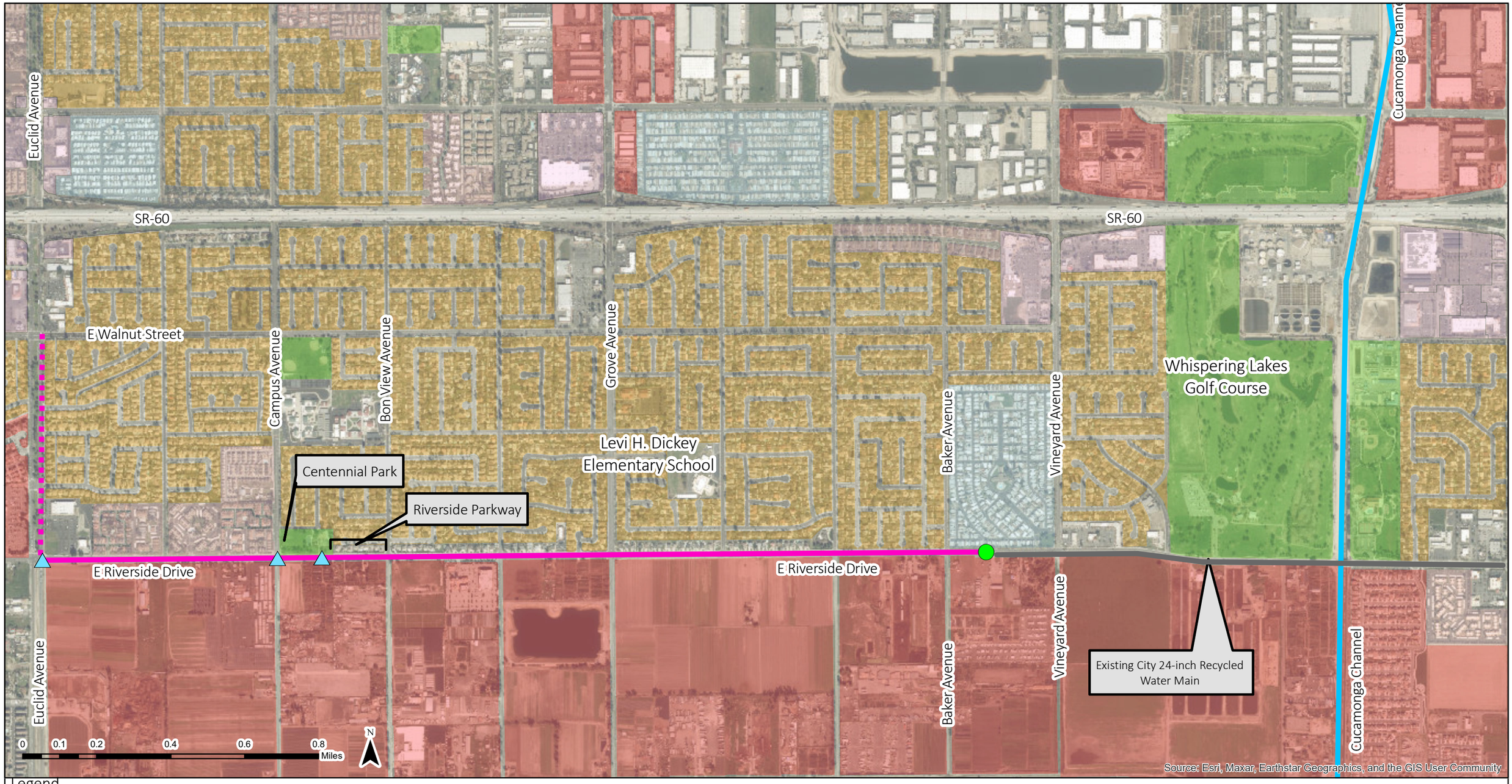

Legend

Proposed Recycled Water Pipeline
- Segment 6

Conversion of Existing Potable Water Pipeline to RW
- Segment 6
- IEU Connection Point
- Recycled Water Lateral

City of Ontario Zoning
- CC, Community Commerical
- LDR-5, Low Density Residential
- MDR-18, Medium Density Residential
- MHP, Mobile Home Park
- OS-R, Open Space- Recreation
- SP, Specific Plan

- Cucamonga Channel
- Existing City 24-inch Recycled Water Pipeline

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 4B. Southern Portion Zoning Map

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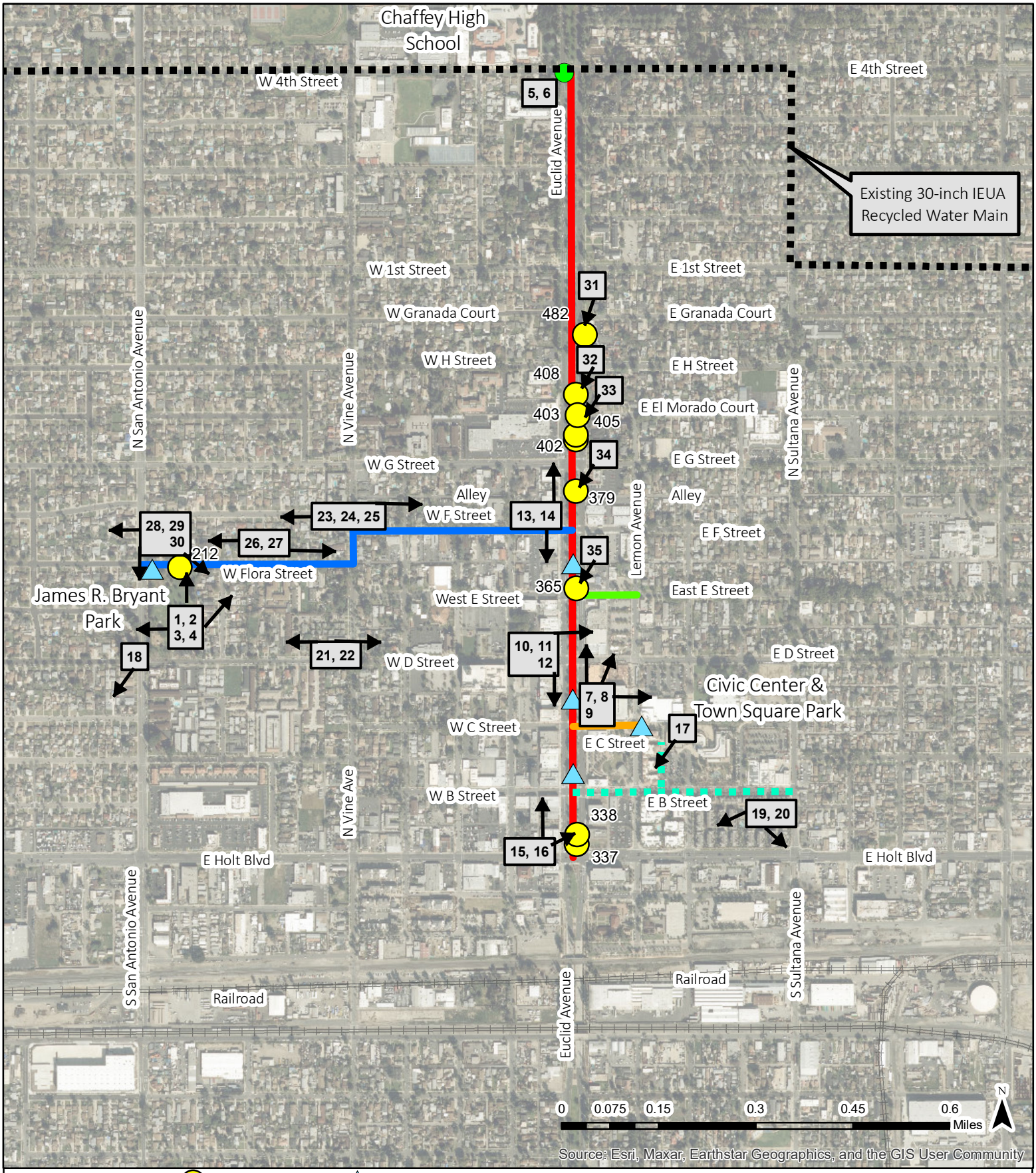

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 5A. Photo Location Kep Map

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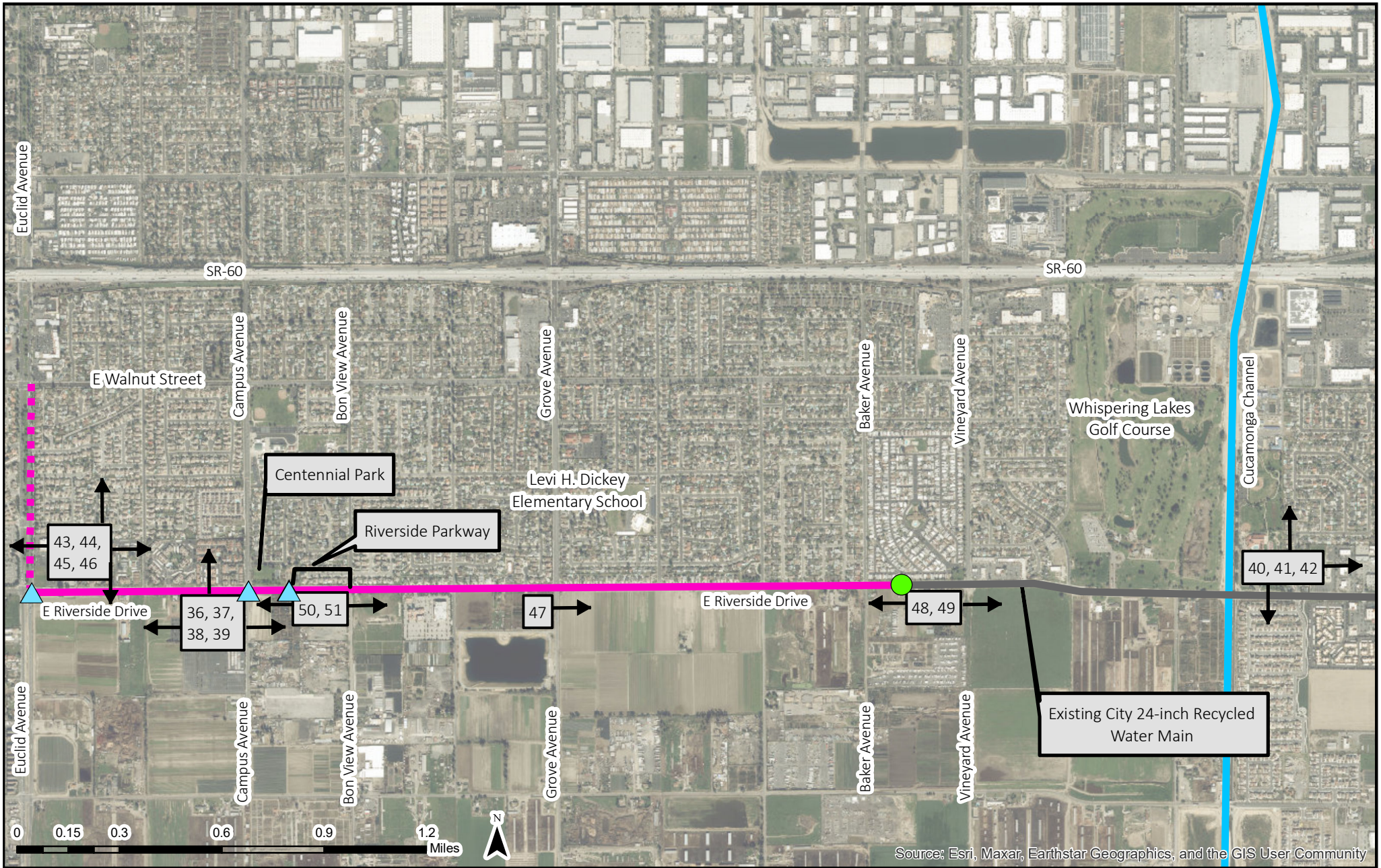

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project
Figure 5B. Photo Location Key Map

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Photo 1: Looking North from James Bryant Park towards the park.

Photo 2: Looking Northwest from James Bryant Park at an existing restroom at the southern perimeter of the park.

Photo 3: Looking Northwest form James Bryant Park at the existing tot lot in the middle of the park.

Photo 4: Looking West from James Bryant Park at the westernmost tot lot within the park.

Photo 5: Looking North from Euclid Avenue and 4th Street.

Photo 6: Looking South from Euclid Avenue and 4th Street.

Photo 7: Looking East from Euclid Avenue and C Street.

Photo 8: Looking North from Euclid Avenue and C Street.

Photo 9: Looking Northwest from Euclid Avenue and C Street.

Photo 10: Looking East from Euclid Avenue and D Street.

Photo 11: Looking North from Euclid Avenue and D Street.

Photo 12: Looking South from Euclid Avenue and D Street.

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Photo 13: Looking North from Euclid Avenue and F Street.

Photo 14: Looking South from Euclid Avenue and F Street.

Photo 15: Looking East from East Holt and Euclid Avenue.

Photo 16: Looking North from East Holt and Euclid Avenue.

Photo 17: Looking Southwest from Lemon Avenue and C Street.

Photo 18: Looking Southwest from San Antonio Avenue and D Street.

Photo 19: Looking Southeast from Sultana Avenue and B Street.

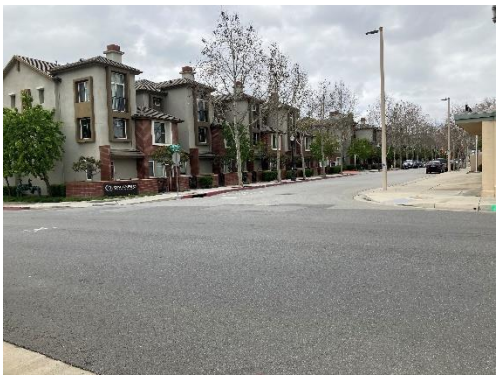

Photo 20: Looking Southwest from Sultana Avenue and B Street.

Photo 21: Looking East from Vine Street and D Street.

Photo 22: Looking West from Vine Street and D Street.

Photo 23: Looking East from F Street and Vine Avenue.

Photo 24: Looking Northwest from F Street and Vine Avenue.

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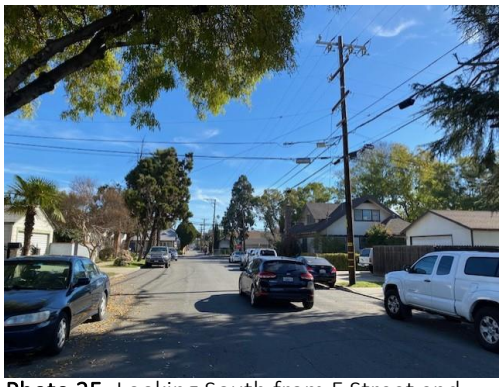

Photo 25: Looking South from F Street and Vine Avenue.

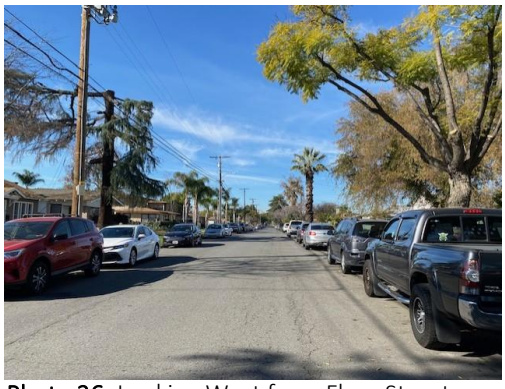

Photo 26: Looking West from Flora Street ROW.

Photo 27: Looking East from Flora Street ROW.

Photo 28: Looking South at James Bryant Park along Flora Street.

Photo 29: Looking West from Flora Street at existing water meter.

Photo 30: Looking Southeast from Flora Street at existing water meter.

Photo 31: Euclid Avenue at East Granada Looking South.

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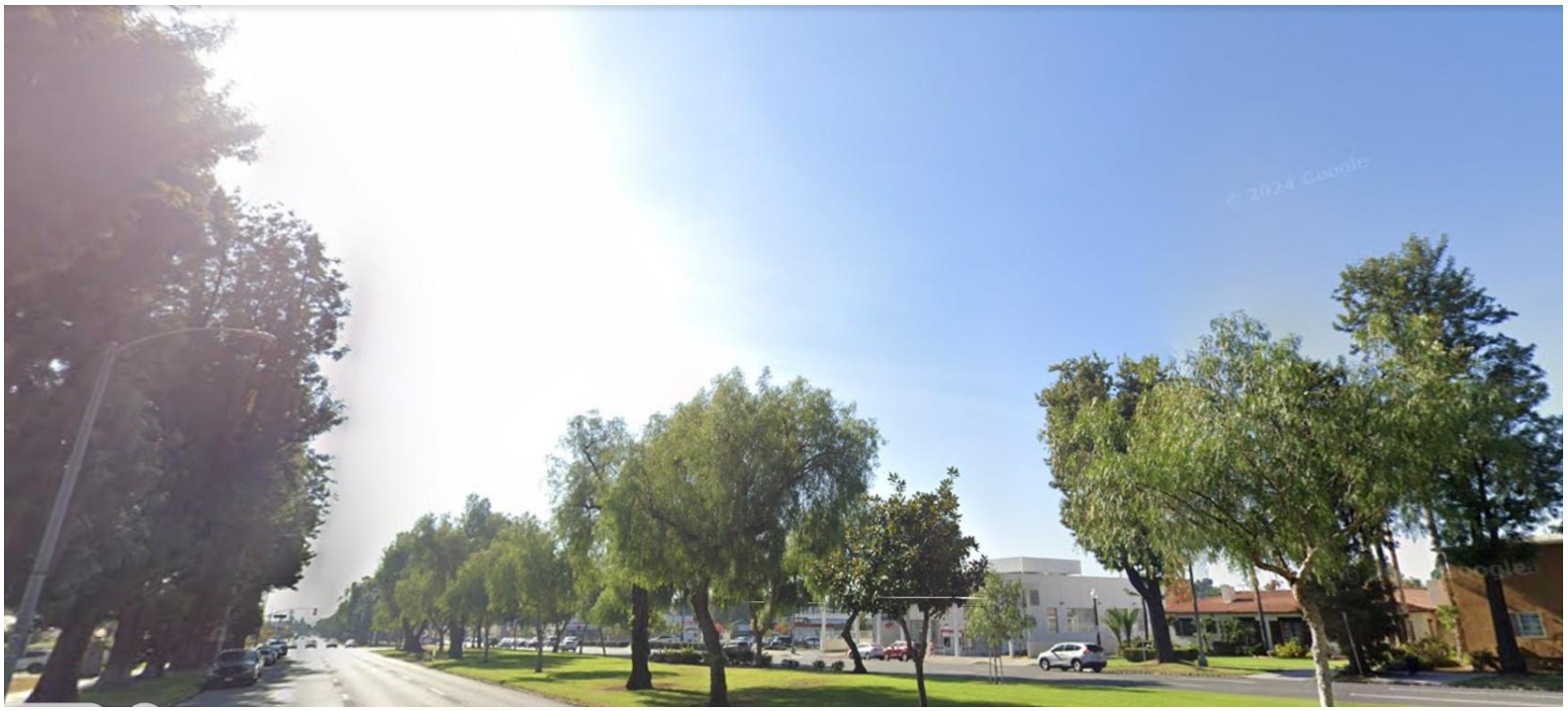

Photo 32: Euclid Avenue Northbound Lanes south of H Street Looking South.

Photo 33: Euclid Avenue Northbound lanes north of El Morado Ct looking South.

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Photo 34: Euclid Ave Northbound Lanes South of G Street looking South.

Photo 35: Euclid Avenue Northbound Lanes North of E Street Looking South.

Photo 36: Looking East from Campus Avenue and Riverside Drive.

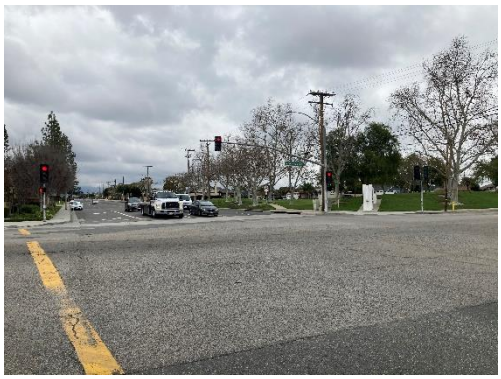

Photo 37: Looking Northeast from Campus Avenue and Riverside Drive.

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Photo 38: Looking Southeast from Campus Avenue and Riverside Drive.

Photo 39: Looking West from Campus Avenue and Riverside Drive.

Photo 40: Looking East towards the Cucamonga Creek along the northern perimeter of Riverside Drive.

Photo 41: Looking Northeast towards the Cucamonga Creek along the southern perimeter of Riverside Drive.

Photo 42: Looking South towards the Cucamonga Creek along the southern perimeter of Riverside Drive.

Photo 43: Looking East from Euclid Avenue and Riverside Drive.

Photo 44: Looking North from Euclid Avenue and Riverside Drive.

Photo 45: Looking South from Euclid Avenue and Riverside Drive.

Photo 46: Looking West from Euclid Avenue and Riverside Drive.

Photo 47: Looking East from Grove Avenue and Riverside Drive.

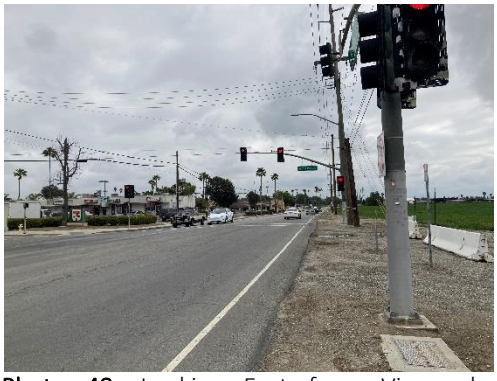

Photo 48: Looking East from Vineyard Avenue and Riverside Drive.

Photo 49: Looking West from Vineyard Avenue and Riverside Drive.

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Photo 50: Looking East from Bon View and Riverside Drive.

Photo 51: Looking West from Bon View and Riverside Drive.

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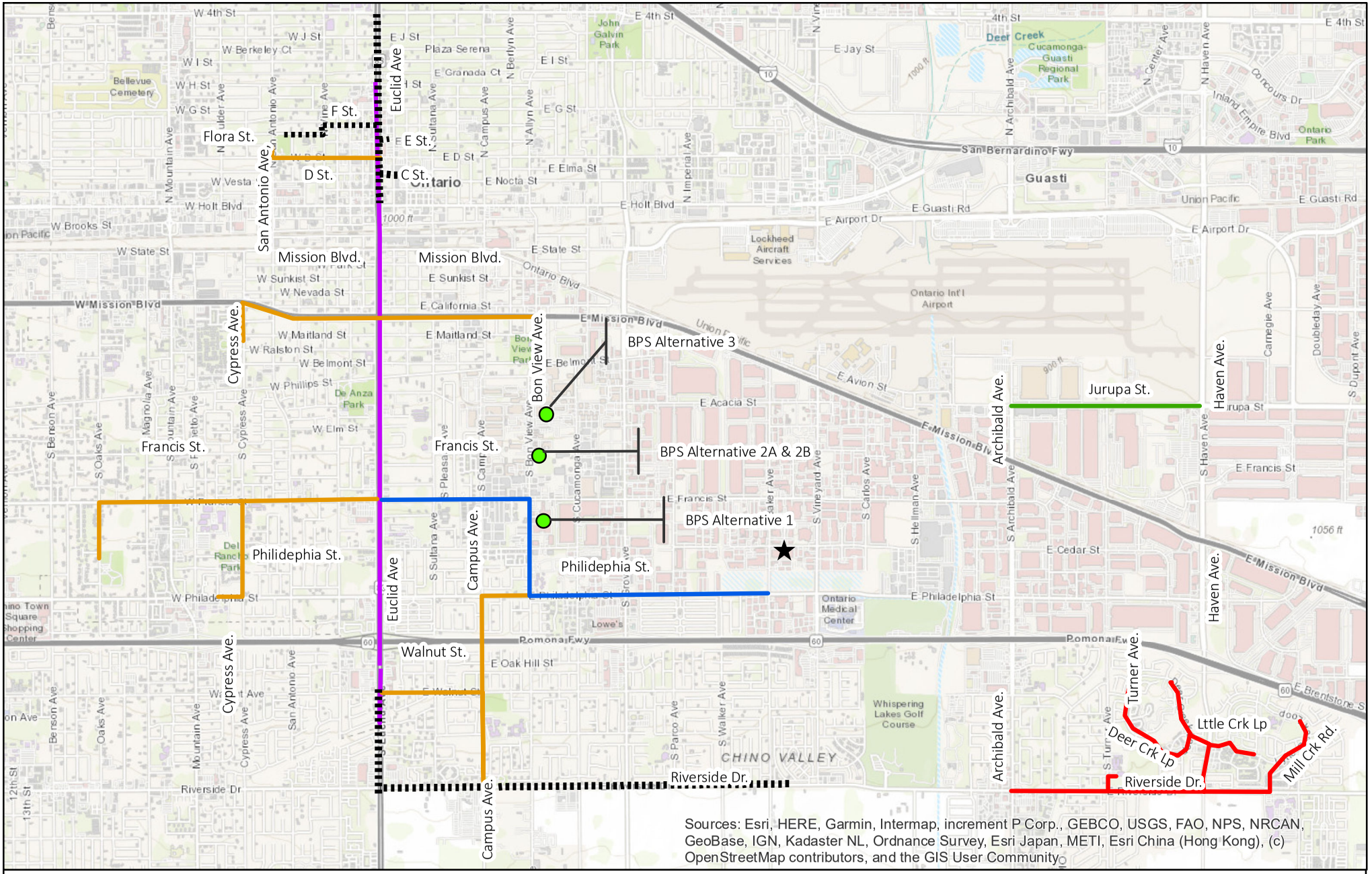

Legend

Previously Proposed Recycled Water Distribution:
- Euclid Ave. Alignment- Phase I &IIA
- Euclid Ave. Alignment- Phase IIB
- Booster Pump Station Alternatives- Phase IIC
- Proposed Recycled Water Pipeline UT1072
- Riverside Dr. Alignment
- Jurupa Street Alignment
- Euclid Ave. Alignment- Phase IIIA & IIIB
- IEUA Connection

Ontario Municipal Utilities Company

Euclid Avenue Recycled Water System Project

Figure 7. Recycled Water Distribution Project Phases and Components

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INITIAL STUDY

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses" may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analyses Used. Identify and state where they are available for review.
b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL CHECKLIST – FORM F

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
I. **AESTHETICS**. Except as provided in Public Resources Code Section 21099, would the Project:				
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?	☐	☒	☐	☐
c) In nonurbanized 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?	☐	☐	☒	☐
II. **AGRICULTURE AND FORESTRY RESOURCES**. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
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))?	☐	☐	☐	☒
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?	☐	☐	☒	☐
f) 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?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
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?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES – Would the project:				
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 Game 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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	☐	☐	☐	☒
g) 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
V. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐
VI. ENERGY. Would the Project:				
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?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS. Would the Project:				
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?	☐	☐	☒	☐
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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
VIII. GREENHOUSE GAS EMISSIONS. Would the Project:				
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?	☐	☐	☒	☐
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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 § 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
X. HYDROLOGY AND WATER QUALITY. Would the Project:				
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 a 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 offsite;	☐	☐	☒	☐
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; or	☐	☐	☒	☐
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?	☐	☐	☒	☐
XI. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐
XII. MINERAL RESOURCES. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be a 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?	☐	☐	☐	☒
XIII. NOISE. Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the 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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING. Would the Project:				
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?	☐	☐	☐	☒
XV. PUBLIC SERVICES. Would the Project:				
a) 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:	☐	☐	☐	☐
i) Fire Protection?	☐	☒	☐	☐
ii) Police Protection?	☐	☒	☐	☐
iii) Schools?	☐	☒	☐	☐
iv) Parks?	☐	☒	☐	☐
v) Other public facilities?	☐	☒	☐	☐
XVI. RECREATION.				
a) Would the Project increase the use of existing neighborhood and regional parks or other	☐	☐	☒	☐

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
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?	☐	☐	☐	☒
XVII. TRANSPORTATION. Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☒	☐	☐
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:	☐	☒	☐	☐
i. 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	☐	☒	☐	☐
ii. 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐
XIX. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
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?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
XX. WILDFIRE. 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?	☐	☐	☐	☒
XXI. MANDATORY FINDINGS OF SIGNIFICANCE. Would the Project:				
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?	☐	☒	☐	☐

EXPLANATION OF ISSUES

1. AESTHETICS

1.1 Regulatory Compliance

California Scenic Highway Program

In 1963, the State Legislature passed California's Scenic Highway Program to protect scenic highway corridors from changes that would impact the visual aesthetics of lands surrounding highways. The program is managed by Caltrans and requires coordination with local government agencies, communities, and citizens to comply with the California Scenic Highway Program and preserve the State's scenic resources.

City of Ontario Municipal Code

Ontario's Municipal Code regulates trees and historic features due to the contribution that these have as visual resources. The City has established numerous related regulations to protect these resources.

- **Euclid Avenue HPTMP:** The HPTMP was endorsed by the City, Caltrans, and stakeholders for Euclid Avenue (SR-83) and has been incorporated into the Ontario Municipal Code to protect all aspects of the original Euclid Avenue ROW design; therefore, Ontario is responsible for implementing protection of Euclid Avenue as a historic property according to approved the HPTMP. The HPTMP regulates each individual character defining feature (CDF) of the Euclid Avenue Historic Property for compliance with SOIS standards under the National Historic Preservation Act. The HPTMP is intended to preserve the original features and design of Euclid Avenue ROW in perpetuity; it is an important Historic Property listed on the National Register of Historic Places. Euclid Avenue is recognized nationally as an important example of community planning and landscape architecture must be maintained according to regulatory requirements in PRC 5024 and 5024.5 (PRC 5024), which was enacted to preserve historical resources in the State of California through the State Office of Historic Preservation. Relinquishment of Euclid Avenue by Caltrans to Ontario was finalized according to a covenant that requires preservation of a detailed inventory of character-defining features and a plan for preservation and maintenance of the individual historical features. Therefore, future maintenance and improvements can be implemented over time in a manner that will not incrementally erode the historical value of Euclid Avenue. Euclid Avenue was listed on the California Register of Historical Resources automatically when it was listed on the National Register of Historic Places.

  The Ontario Plan recognizes that all defined CDF of Euclid Avenue together create localized views which are important aesthetic resources within Ontario representing the heritage of the City. CDF examples include size, placement, and species of trees and landscaping that express the original layout and design of the Chaffey Brother's landscape plan for Euclid Avenue ROW. Likewise, many of the community structures, for example, the Bandstand and the Mule Car, have been reconstructed and relocated within the Euclid Avenue median and are considered important resources to Ontario and contributing features of the Euclid Avenue Historic Property. Historic-age finishes within Euclid Avenue ROW including the granite cobblestone curbs, historic masonry, and vintage streetlights are part of the original ROW design and contribute to the historical significance of Euclid Avenue. As such, these features are all protected resources under the HPTMP and Municipal Code requiring in-kind repair or replacement if damaged or removed.

  Project compliance with the HPTMP regarding CDF resources, such as trees, achieves consistency with Ontario's Municipal Code, Historic Preservation Ordinance, and applicable state and federal laws concerning historical protection and regulation of Euclid Avenue. HPTMP guidelines are the most applicable regulations for CDF features within the Euclid Avenue Historic Property; therefore, in-kind replacement of trees at 50-feet apart and a ratio of 1:1 within the Euclid Avenue median and 30-feet apart within the side parkways as well as restoration of cobblestone curbs and scored masonry sidewalks are applicable Project requirements for CEQA compliance for aesthetics.

- **Euclid Avenue Historic District:** Euclid Avenue Historic District was established by Ontario to preserve and protect historic-age buildings along Euclid Avenue, which represent significant portions of Ontario's history. Structures in this area feature notable architectural styles and demonstrate development of Ontario over time. This area of Ontario serves as a reminder of the city's early planning and development, by the Chaffey Brothers and other City leaders and city growth from inception. Ontario has identified three other potential and proposed historic areas that will extend the existing boundaries of the Euclid Avenue Historic District to the west, east and south of the existing limits. Portions of these areas contain street trees and granite cobblestone curbs, both of which have been determined to contain character defining features of the existing adjacent designated districts.

Other requirements from the City of Ontario's Municipal Code that establish regulations pertaining to aesthetics include the Tree Preservation Ordinances, Land Use Subdivision and Development, and Historic Preservation. The following code sections apply to portions of the Project:

- **Title 9, Development Code, Chapter 7, Historic Preservation:** This section of the Municipal Code contains standards to safeguard the character and history of Ontario reflected in its unique culturally, historically, and architecturally significant structures and heritage; it encourages the adaptive reuse of historic resources to enhance, perpetuate, and preserve architecturally and historically significant structures; standards for historic resource identification and protection from encroachment of incompatible designs is included.
- **Title 9, Development Code, Chapter 4, Permits, Actions and Decisions:** This section of the Municipal Code outlines procedures for three levels of decision making. This includes legislative actions that Ontario may take to preserve the general health, safety, and welfare of the community, such as ordinance modifications; discretionary permits and actions including conditional uses and permits that require exercise of judgement; and, ministerial (administrative) permits and decisions that do not require exercise of judgement.
- **Title 10, Parks and Recreation, Chapter 2, Parkway Trees:** This section of the Municipal Code contains provisions for maintenance, removal, and replacement of Parkway Trees including permit requirements and standards for tree removal/replacement. Parkway Trees are defined as trees planted between the ROW and the sidewalk and within the curbs of medians that are not within the boundaries of the Euclid Avenue Historic Property. The requirements of this code section include that Ontario must maintain an Official Tree List and that Ontario is responsible for tree maintenance and all major pruning or other tree surgery and the control and treatment of insect pests and diseases. (§ 4, Ord. 1664, eff. October 5, 1967, as amended by § 1, Ord. 2249, eff. October 20, 1983) pursuant to Title 10.
- **The Ontario Plan:** A Scenic Vista "provides visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide geographic orientation not commonly available." (The Ontario 2050 Plan EIR). The Ontario Plan identifies the Euclid Avenue Corridor as a locally significant scenic vista with wide landscaped medians along its length (The 2050 Ontario Plan).
- **Heritage Tree Preservation Code 6.05.020:** 5.4.1 of Ontario's Municipal Code contains regulations for Heritage Tree Preservation (Code 6.05.020 C). These requirements and associated Project compliance are described further in Section 4, Biological Resources.
- **Heritage Tree Replacement Ontario Dev. Code 6.05.020 J:** Replacement trees shall be provided. These requirements and associated Project compliance are further described in Section 4, Biological Resources.
- **Parkway Trees Removal Permits (OMC Section 10-2.06):** No person shall remove or relocate any parkway tree (parkway shall mean that portion of any public street right-of-way between the right-of-way boundary line and the curb line) without prior authorization from the Public Works Agency of the City. A parkway tree may be removed by the City for any of the following reasons:

- **Visual hazard:** Obstructing sight distance necessary for the safe operation of vehicles at street intersections or obscuring in an otherwise incurable manner any traffic or railroad crossing signal or other safety device.
- **Safety hazard:** Any condition deemed to be an immediate hazard to life or property which cannot otherwise be corrected.
- **Condition:** Dead, decayed, or diseased beyond correction.
- **Unauthorized:** Planted without a permit, improper location or variety, or prohibited type.
- **Where the removal is necessary to reasonably utilize solar collectors:** Thirty (30) days prior to installation of the solar collectors, the City was notified in writing of the intent to install such collectors. The solar collectors, where possible, are located so that no street tree removal is required; and the removal of such tree or trees will not be detrimental to the public.

Downtown Design Guidelines

The City of Ontario adopted the Downtown Design Guidelines on August 18th, 1998, to enhance the character within Downtown Ontario. The Downtown Design Guidelines apply to properties adjacent to the Project along N. Vine Avenue, S. Sultana Avenue, and W. I Street. These guidelines are utilized by the City and stakeholders, who are responsible for incorporating aesthetic guidelines into projects for construction or rehabilitation and help preserve the characteristics that are valued within the community (Ontario Downtown Design Guidelines).

The Downtown Design Guidelines recognize the 60-foot-wide Euclid Avenue Median, as a unique element of Ontario's Downtown, "creating a special identity because of its role as central design element" for the Chaffey Brother's original design and serving as a "container for other historic elements" such as the Bandstand. Euclid Avenue creates a "sense of grand place which is open and hospitable to pedestrians" (Ontario Downtown Design Guidelines, 1998). Project components in the Local Vicinity along W. Flora Street, N. Vine Avenue, and E. F Street as well as the City's Civic Center area are located within the Downtown District, within established walkable communities that offer integrated commercial and residential, school and park facilities that support high levels of activity; therefore, views of historic resources in this area are unrestricted and available to many people who live, work, and utilize businesses, services, and public open space here.

Tree Survey and Arborist Report (CalPacific Sciences, 2024)

Trees within the APE are important aesthetic resources and contribute to the historic integrity and scenic value of the Euclid Avenue Historic Property, Euclid Avenue Historic District and the Downtown District. A Tree Survey and Arborist Report was prepared for the Project to assess baseline conditions regarding species, size, and tree health within the APE and Local Vicinity. This report provides insight on protecting Ontario's trees and avoiding significant Project impacts on aesthetic resources related to existing trees within the APE. The report was written by George Wirtes who is a Certified Arborist (CH-08084) with the International Society of Arboriculture (ISA) and Registered Consulting Arborist (#738) with the American Society of Consulting Arborists (ASCA). The Tree Survey and Arborist Report is included as ***Appendix C;*** it incorporates the professional standards of the ISA and standards of Ontario's Municipal Code.

The report includes a limited Hazard Risk Assessment, pursuant to ISA standards, on suitability of existing tree locations near public areas such as parks, walkways, residences, and buildings. The assessment was performed from ground-level visual inspection of trees for obvious signs of defects such as: 1) dead or broken structures; 2) cracks; 3) weakly attached branches and co-dominant stems; 4) missing or decaying wood; 5) unusual tree architecture or distribution; 6) obvious loss of root support. The assessment assigns a risk rating to each tree based on observed conditions. In this context, risk refers to consequences and likelihood of failure and impact to a target (person or property). Evaluation of risk is: 1-Good, 2-Fair, 3-Poses risk, and 4-Hazardous. It is impossible to maintain a tree free of risk. As defined by ISA The ratings are defined below:

- **Low:** Low-risk category applies when consequences are negligible, and likelihood is unlikely, or consequences are minor, and likelihood is somewhat likely.

- **Moderate:** Moderate risk situations are those for which consequences are minor, and likelihood is very likely or likely or likelihood is somewhat likely, and the consequences are significant or severe.

- **High:** High-risk situations are those for which consequences are significant, and likelihood is very likely or likely or Consequences are severe, and likelihood is likely.

- **Extreme:** The extreme risk category applies in situations in which failure is imminent and there is a high likelihood of impacting the target and the consequence of the failure is severe. The tree risk assessor should recommend that mitigation measures be taken as soon as possible.

1.2 Existing Conditions

Ontario's Municipal Code identifies and regulates the numerous trees and historic features/structures found within the APE as important aesthetic resources. Principal aesthetic resources of the APE are listed ***in Table 6: Project Components (APE),*** in ***Figures 5A and 5B: Photo Location Key Maps. Figure 6: Site Photos*** depict aesthetic resources and existing views within the APE consisting of hundreds of trees and historic-age structures. Within the northern part of the Project, aesthetic resources regulations within the APE are derived from the HPTMP, the Downtown District (along Euclid Avenue north of G Street), from the Euclid Avenue Historic District along both sides of Euclid Avenue (between G Street and the railroad ROW south of Holt Boulevard), and from Ontario's Tree Ordinance. Examples of these regulations include tree removal permits. Heritage Trees that are defined by species and size must be replaced in a manner that replicates the existing tree canopy of trees that are removed. Historical character of structures within the APE that embody the community character of Ontario must be retained. The HPTMP has recently been incorporated into the Municipal Code making the City responsible for implementing additional specific regulation of Euclid Avenue Historic Property, within Segment 1 of the APE, to preserve the original layout and features of Euclid Avenue ROW between 4th street and Holt Boulevard - see ***Figure 5A: Photo Location Key Map and Figure 6: Site Photos***.

The HPTMP specifically preserves cobblestone curbs, scored sidewalks, streetlights, Armstrong rose beds, community structures, and trees within the Euclid Avenue ROW. With a broad 60-foot wide median throughout Ontario, it is the most visually important arterial in Ontario, a unique feature, and a primary scenic corridor according to The Ontario Plan and GP EIR. The overall design, trees, historic features, and historical structures within the Euclid Avenue ROW symbolize Ontario's origin and history and are important examples of community heritage. There are no state-designated scenic highways in Ontario.

Historical structures and trees within outlying areas of the northern APE of the Project are also regulated as important visual resources under The Ontario Plan and Municipal Code. Some of the CDF identified for the Euclid Avenue Historic Property can be found in these areas. Ontario's Tree Ordinance applies to trees throughout the APE outside of the Euclid Avenue Historic Property. Ontario's locally designated and planned historic districts protect the numerous historic-age structures, over 45 years old, that are found within Euclid Avenue Historic District (designated), potential Downtown West Addition Local Historic District, proposed Downtown Historic District, and proposed Downtown West Historic District***.***

With a total width of 200 feet, 60-foot-wide landscaped median, 30-foot-wide parkways, the ROW of Euclid Avenue is a unique and visually prominent aesthetic amenity. The center median and side parkways are highly visible and flanked by rows of trees, and in some areas still have original features including cobblestone curbs, scored masonry sidewalks, Armstrong rose beds, which are documented in the ***Figure 6: Site Photos.*** The median, parkway landscaping depicted in site photos are a signature feature of the Chaffey Brother's original landscape design of Euclid Avenue.

As documented in ***Figure 6: Site Photos***, within the northern part of the Project, there are many defined CDF features visible throughout the APE. City records indicate that a number of these have been relocated, modified or replaced over time. The north part of the Project includes heritage trees, replica Mule Car, and the relocated

Bandstand. Euclid Avenue ROW north of E. G Street includes historical cobblestone curbs along the median and side parkways. Within the southern part of the Project, the original broad landscaped median has been retained, however modern curbs have mostly replaced cobblestones, and some Heritage trees remain.

Views of important aesthetic resources along Euclid Avenue are prominent from numerous public vantage points and Euclid Avenue is highly utilized as it serves as a gateway to Ontario as well as primary access and connection throughout the Downtown District, the Civic Center area, and Ontario's historic districts. It is the main thoroughfare from the southern city limits of Ontario through to the north and into the City of Upland. Adjacent properties along northbound Euclid Avenue ROW, north of E. H Street, consist of residential development with direct driveway access. As Euclid Avenue passes south through the Downtown toward the southern city limits, there are more adjacent mixed-used residential and commercial businesses with primary access from side streets and alleys. Along W. Flora Street, N. Vine Avenue, and W. F Street, (within Segment 2 of the APE) street-level views include single-family, mixed-use residential, commercial, and James R. Bryant Park (See ***Figure 6: Site Photos, Photo 21-29***); vehicle and bicycle travel lanes are shared. In Project Segments 3, 4 and 5, there are sidewalks and driveways along either side of the streets. E. C Street, E. B Street, and W. Lemon Street are located within the heart of downtown; adjacent land uses are primarily mixed-use, institutional, and commercial with mid-rise, 2- to 3-story buildings, parking structures, and landscaping (Reference ***Figure 6: Site Photos, Photo 7-17***).

In the south part of the Project, Segment 6, surrounding land use along E. Riverside Avenue consists of commercial businesses, residences, agriculture, public park, and open space (Centennial Park, Riverside Parkway, and Whispering Hills Golf Course). Driveways from Euclid Avenue and E. Riverside Avenue are limited to main entrances for modern tracts and commercial centers. Near the Euclid Avenue and E. Riverside Drive intersection, the Specific Plan area for Borba Village is to the west, where Ontario's approved plans for rezoning will accommodate mixed-use residential and commercial land use in the future. There is a commercial center at the northeast corner of E. Riverside Avenue and Euclid Avenue. Further east, the northern street boundary of E. Riverside Avenue is adjacent to parkland and single-family residential development. Along E. Riverside Drive, agricultural land use is visible to the south of the street. (Reference ***Figure 6: Site Photos, Photo 38 and 39***).

Due to number of existing trees and importance of trees within the APE, an arborist report was prepared for the Project. A total of 729 trees with a trunk diameter of at least 5 inches at breast height (>5 DBH) were documented within the APE to establish baseline conditions. Approximately fifty-two percent of the surveyed trees (379 trees) meet Ontario's code definition of Heritage Tree either due to size or species. A total of 163 of the surveyed trees show signs of structural and health deficiencies supporting a certified arborist recommendation for further consideration of removal, trimming, or monitoring.

Within the northern portion of the APE (Segments 1 and 2), tree maintenance is recommended for one (1) silk oak, one (1) camphor, and eight (8) Peruvian pepper trees involving immediate maintenance (removal/replacement) due to poor health. It has not been determined if these trees are original to Euclid Avenue, as many trees have been planted and replaced since the original construction; however, the placement of these trees appear to meet the defined layout of the HPTMP. Site photos document a variety of tree sizes in the APE due to species and age (see ***Figure 6: Site Photos).*** The total combined trunk diameter of the ten (10) trees proposed for removal/replacement is 339.5 inches within Segments 1 and 2 of the Project. In Segment 1 these trees are considered as CDF (Character Defining Features of Euclid Avenue); they are important aesthetic resources, pursuant to the HPTMP and Ontario Municipal Code. Silk oak and Peruvian pepper are the original tree species planted in the parkways and median. The locations of the recommended tree removal/replacements are listed in ***Table 6: Project Components (APE)*** and are depicted in ***Figure 5A: Photo Location Key Map and Figure 6, Photos 31-35, 16, and 28.*** The size and species of each tree are listed in ***Table 7: Tree Maintenance Recommendations*.**

TABLE 7: TREE MAINTENANCE RECOMMENDATIONS

Tree Tag #	Species	DBH (inches)	Height (feet)	Heritage	Reason	Location
212**	Camphor	24	39	Yes	Hazardous, failed limb with cavity and decay	James R. Bryant Park South of Flora St (Segment 2)
337*	Peruvian Pepper	33	62	Yes	Heritage plaque, increased failure/liability, large cavity, constant traffic	Median East Side North of E. Holt Blvd. (Segment 1)
338*	Peruvian Pepper	35	55	Yes	Increased failure/liability, large cavity, constant traffic	Median East Side North of E. Holt Blvd. (Segment 1)
365*	Peruvian Pepper	36	52	Yes	Urgent removal/hazardous, fungal mass, large cavity	Median East Side North of E. E Street (Segment 1)
379*	Peruvian Pepper	28	65	Yes	Large cavity/hollowed wood, Consider Removal ASAP	Median East Side South of E. G Street Segment 1)
402*	Peruvian Pepper	45	69	Yes	Decayed stem on W side, increased liability, urgent removal	Median East Side South of El Morado Ct. (Segment 1)
403*	Peruvian Pepper	33.5	52	Yes	Urgent removal, poorly trimmed, hollowed base	Median East Side South of El Morado Ct. (Segment 1)
405*	Peruvian Pepper	42	58	Yes	Monitor: Increased liability, hollowed stem, codominant stems, danger to traffic	Median East Side South of El Morado Ct. (Segment 1)
408	Peruvian Pepper	27	44	Yes	Hollowed Stem. Increased Liability*	Median East Side North of El Morado
482*	Silk Oak	36	76	Yes	Large cavity at failed branch, hazardous	Southeast Parkway of E. Granada Ct. (Segment 1)

Source: CalPacific, 2024 (***Appendix C***)
* Consider for Immediate Removal
**Remove Immediately
***Consider for Immediate Removal, Monitor.

1.3 Project Impacts

Proximity between the Project components and important visual resources located in the APE are identified in ***Table 6: Project Components (APE).*** The Project is designed to avoid, to the greatest extent feasible, the numerous trees, historical structures, and historical features within the APE that are important aesthetic resources. Mitigation measures for the Project, requiring avoidance and restoration, along with the proposed design, which avoids impacts on structures and most tree impacts, will result in less than significant permanent impacts on aesthetic resources with mitigation. Plans for the Project show structures of community and historical importance will be protected in place and restored to Ontario's local standards and SOIS standards pursuant to mitigation measures implemented by the Project.

As indicated in ***Table 7: Tree Maintenance Recommendations***, the Project Arborist's tree removal recommendations will be implemented as maintenance with the Project due to tree health outlined in the certified arborist's report (see ***Appendix C***); plans for the Project indicate tree removals will result in an approximate 20-square-foot area of disturbance that is approximately 4-feet deep. Each tree will be replaced at a 1:1 ratio with 60-inch boxed trees within the median and parkway of Euclid Avenue pursuant to guidelines of the Euclid Avenue HPTMP, Ontario's Municipal Code, and mitigation measures ***MM AES-05 and AES-06***. Replacement tree species that are shown on plans include strawberry tree, silk oak, and California pepper which are fast growing, visually consistent with existing trees, and appropriate for the area; therefore, tree replacement is not considered a significant. Indirect impacts on historical structures and CDF from vibration or settlement related to tree replacements will be monitored by the City's Arborist and Archaeologist and if necessary, restored pursuant to the requirements of the HPTMP. Restoration of historically significant structures and features will be implemented by the City's contractor, who is experienced with historical restoration. (see mitigation measures ***MM CUL-01 through CUL-06***). For these reasons, aesthetic impacts from tree maintenance are less than significant. The following paragraphs provide additional details supporting this conclusion.

Plans for the Project show recommended tree maintenance within the APE based on existing tree conditions within Segments 1 and 2. Tree tag numbers and existing conditions are listed in ***Table 7: Tree Maintenance Recommendations.*** Locations of tree maintenance are depicted in ***Table 6: Project Components (APE), Figure 2A: Northern Portion of the Local Vicinity Map, Figure 5A: Photo Location Key Map, and Figure 6: Site Photos***. Each tree removal will require an approximate 20 square-foot area of disturbance. Not more than three trees within a city block will be removed and replaced for maintenance. A total of ten (10) Heritage Trees are recommended for consideration of immediate removal with the Project; these are in the north part of the Project (Segments 1 and 2). Within the Euclid Avenue ROW and HPTMP, between E. Holt Boulevard and Granada Court, eight (8) trees that are adjacent to the northbound lanes of Euclid Avenue (along the eastern boundary of the median); one (1) parkway tree east of the northbound lanes of Euclid Avenue (south of E. Granada Court) are recommended by the arborist for removal. One (1) immediate tree removal/replacement is proposed on W. Flora Street near the northwest corner of James R. Bryant Park within Segment 2.

Heritage Tree maintenance proposed north of E. G Street (see Figures 2A and 5A) are adjacent to masonry curb and gutter and will require archaeological monitoring in addition to arborist monitoring because these areas are defined as CDF for the Euclid Avenue Historic Property. Mitigation measures also prescribe careful removal of these features prior to construction, storage during construction, and replacement by a qualified contractor after construction to reduce potentially significant impacts from damage to less than significant levels. Due to proximity with historical masonry and the sizes of these trees, it is recommended that the City hire a qualified arborist and archaeologist to monitor Project construction along Euclid Avenue north of G Street so that impacts to CDF are minimized; a contractor specializing in historical masonry restoration would be also hired by the City to restore CDF pursuant to the HPTMP if damage occurs during Project construction. Mitigation Measures requiring qualified archaeological and arborist monitoring for tree work and construction will be required within proximity (25 feet of CDF) and within the PRZ/TPZ to reduce indirect impacts to less than significant levels. The archaeologist monitor should determine if CDF structures should be removed prior to construction, safely stored, and replaced after construction. Should damage to any CDF occur, the City shall provide a qualified contractor who specializes in historical masonry to repair/replace damaged CDF pursuant to mitigation measures MM CUL-05 and CUL-06.

A Landscape Replacement Plan has been prepared for the Project by KTUA Landscape Architects showing in-kind tree replacements in 60-inch box containers. Proposed tree replacements within the Euclid Avenue ROW (median and parkway) are proposed at a ratio of 1:1 to retain the original layout of the Euclid Avenue ROW pursuant to HPTMP guidelines (outlined in Section 1.1 Regulatory Guidelines for the HPTMP). The Project will implement mitigation and monitoring pursuant to ***MM AES-01 through MM AES-06 and CUL-05 and CUL-06*** by a qualified arborist and archaeologist. Monitoring for tree removals, replacements, and three-year post construction monitoring of trees that have been trimmed or replaced with the Project is required pursuant to the MMRP.

The objective of Ontario's tree ordinance is to replace the canopy of trees that need to be removed. Therefore, tree replacement is required to closely replicate the size of removed trees as measured by the circumference of the tree trunks and equaling 339.5 inches for maintenance proposed with the Project. Implementation of Ontario's Heritage Tree Replacement (Ontario Dev. Code 6.05.020 J) will require additional tree planting and proper irrigation instructions shown on the final Landscape Replacement Plan for the Project pursuant to mitigation measure ***MM AES-01 through MM AES-06 and CUL-01 through CUL-06.***

The Project has been designed to avoid most of the boundary and area of the root zone for trees within the APE. Root preservation/protection areas were estimated and established for design purposes based on tree species and trunk size from the arborist's report; this information was used to denote the Protected Root Zone/Tree

Protection Zones (PRZ/TPZ) on plans for the Project, as buffers and boundaries, for safeguarding essential elements of each tree during construction. The boundary of the PRZ/TPZ protection buffer is measured from the trunk outwards 1.5 feet from the trunk for every inch of trunk diameter. PRZ/TPZ boundaries establish the area and size of buffer/protection needed to avoid significant tree impacts, such as direct damage to larger supporting roots from construction, damage to tree trunks, and staging beneath the tree's canopy, which would result in significant aesthetic impacts. Establishment, monitoring, and enforcement of PRZ/TPZ buffers as mitigation for the Project will provide additional protection from direct damage to vital tree structures and the Critical Root Zone (CRZ) of most trees in the APE. This will reduce potentially significant aesthetic impacts related to trees to less than significant levels. These buffers will protect structural roots within the CRZ that are critical to a tree's structural integrity and health, where the CRZ includes the larger roots that are closest to the tree trunk within the PRZ/TPZ.

Calculations for each tree indicate trenching for the recycled water mains proposed in the northbound lane for Euclid Avenue adjacent to the median, within E. Riverside Drive, and the other paved streets within the APE listed in ***Table 6: Project Components (APE)*** will encounter tree roots of approximately 163 trees within the APE. Based on the estimated PRZ/TPZ for trees within the APE, trenching could encounter significant tree roots and will require certified arborist monitoring during construction. This is considered a potentially significant impact that will be reduced to less than significant levels with implementation of mitigation measures for construction monitoring, ***MM AES-01: Certified Arborist, and MM AES-02: Tree Protection During Construction.*** Implementation of these mitigation measures will also reduce impacts within the CRZ and the PRZ/TPZ during construction to less than significant levels. ***MM AES-03: Tunneling and MM AES-04: Hydro-excavation*** are also recommended to protect CRZ and to avoid root impacts on larger trees. The arborist shall have the authority to select the location of staging areas and to temporarily halt construction and provide a determination of the appropriate construction methods needed to protect CRZ and trees, which have been described in the MMRP for the Project.

Based on the arborist's report on size and condition, staging and construction of mains within the PRZ/TPZ could result in significant direct and indirect impacts to existing trees with larger PRZ/TPZ within Segments 1, 2, and 6; this is where more of the TPZ could be impacted due to tree size. Segments 1, 2, and 6 are where monitoring will be required for larger PRZ/TPZ. Within Euclid Avenue Historic Property, in Segment 1, monitoring will be required north of E. G Street, along Euclid Avenue between E. E Street to E. F Street and Euclid Avenue between E. B Street to E. Holt Boulevard. Along E. Riverside Boulevard, monitoring will be required near the intersection of E. Riverside Boulevard with S. Baker Avenue and near the intersection at S. Sultana Avenue. Therefore, the City's qualified arborist will mark buffer areas in the field for PRZ/TPZ, within Segments 1,2, and 6 prior to the start of construction per mitigation measure ***MM AES-02*** and will provide qualified arborist construction monitoring within the PRZ/TPZ within Segments 1,2, and 6 throughout construction so that impacts from construction activities, equipment, and staging are reduced to less than significant levels for trees. In addition, post construction monitoring will be required pursuant to the MMRP for newly installed trees and any trees that have been trimmed with the Project to verify the tree health and reduce impacts on visual resources of the APE.

Pipeline construction for proposed recycled water mains will require deeper earthwork within the paved northbound travel lane of Euclid Avenue and other paved City streets listed in ***Table 6: Project Components (APE)***. At the closest location, plans for the Project indicate trenching for mains will not directly impact historically significant structures and CDF that are important aesthetic resources. Due to the distance between proposed construction areas and some historical features, such as cobblestone and masonry curbs and sidewalks, Project plans indicate that construction setbacks will avoid most direct impacts and could result in potentially significant indirect impacts from ground vibration from construction and use of heavy equipment near older structures. Indirect impacts such as settling and cracking of aesthetically important historical structures and CDF for the Euclid Avenue Historic Property is a potentially significant indirect impact. Therefore,

the City's qualified archaeologist will mark buffer areas for CDF in the field prior to the start of construction and will monitor these areas during construction to protect CDF structures and features; marked buffers will facilitate qualified archaeological monitoring/reporting according to mitigation measures ***MM AES-01 through AES-06. MM CUL-01, and MM CUL-02*****.** The City's qualified archaeologist monitoring is required for any Project-related work within 25 feet of any structural CDF for Euclid Avenue Historic Property throughout mobilization and construction. Enforcement of these boundaries will reduce significant impacts to less than significant levels. This monitoring will include documentation and reporting on levels of significant indirect impacts to aesthetically important CDF and historical resources so that construction may be temporarily redirected, and restoration may be implemented after construction. This will maintain the historical integrity of the APE and Euclid Avenue.

Temporary staging, excavation, and pipeline construction that will also occur in paved and modern portions of City ROW, mainly within Segment 6, will not result in potentially significant impacts with the implementation of the City's Standard Specifications for Capital Improvement Projects and mitigation measures for the Project; plans for the Project show that these areas will be restored to pre-project conditions or better following pipeline construction pursuant to Ontario Engineering Standards. For the reasons above, less than significant aesthetic impacts will result from construction of recycled water mains.

Project laterals and connections to existing irrigation systems, as well as proposed maintenance to the existing irrigation systems, within the median of Euclid Avenue in Segment 1 require disturbance and shallow earthwork to accommodate 4-inch pipes, connections, and lateral installations; this involves removal of up to 10 square feet of existing surfaces (affecting median turf, curb and gutter) within Ontario's historical and revitalization districts, Euclid Avenue Historic Property, and in the modern portions of the ROW. Levels of temporary impacts from the Project for laterals and connections, where construction is within 25 feet of any historically sensitive areas, will be monitored throughout construction by the City's Archaeologist pursuant to ***MM CUL-01 and MM CUL-02***. Monitoring in these areas will reduce impacts trees and historically significant CDF, such as Armstrong Rose beds, during construction. The areas with historical features and trees will be concurrently monitored by the City's Archaeologist and the City's Certified Arborist, who will have the authority to halt and temporarily redirect work if damage occurs. All areas that are temporarily disturbed during construction will be restored to pre project conditions after construction is complete according to Ontario Municipal Code requirements and mitigation measures for the Project. Implementation of **MM CUL-06** will require historical restoration of any damage from construction of recycled water mains to historically significant features according to applicable SOIS and City standards; therefore, direct impacts from construction are less than significant with mitigation.

Plans for the Project show proposed laterals constructed within the median with sufficient setbacks from the Bandstand, Mule Car and other structural CDF in the Segment 1 median as indicated in ***Table 6: Project Components (APE)***. Therefore, construction of laterals on the east side of the Euclid Avenue median and connections to the main in northbound Euclid Avenue will not result in significant direct impacts. Plans for the Project show that laterals are not proposed in areas where historical masonry is currently found along the boundaries of the median; therefore, construction of Euclid Avenue median laterals for the Project will not result in direct CDF impacts on historical masonry either in Segment 1 (Euclid Avenue ROW) or where modern curb, gutter, and sidewalk are located in Segment 6 (E. Riverside Drive ROW). The closest Project lateral to any CDF structure is adjacent to the east of the Band Stand (Segment 1) and construction of this lateral will be monitored by the qualified archaeologist according to mitigation measures for the Project.

Plans indicate Project construction is set back to avoid direct impacts on historically significant features and is still close enough to sensitive resources to require implementation of mitigation measures for establishing and monitoring construction buffers/and barriers so that construction vibration from tree maintenance, earthwork and use of heavy equipment will not damage aesthetic resources. These areas will be restored to pre-project conditions if they are inadvertently damaged during construction. Any laterals installed in the Euclid Avenue

median or ROW (Segment 1) north of E. G Street would require arborist and archaeologist monitoring to reduce potentially significant indirect impacts to less than significant levels.

Implementation of the mitigation measures for the Project will protect CDF within the APE and Local Vicinity and will reduce significant impacts on aesthetic resources to less than significant levels.

a) *Have a substantial adverse effect on a scenic vista?*

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. The Project will provide sustainable landscape irrigation for public open space, Euclid Avenue Historic Property, Civic Center Area, and parks in perpetuity; it is intended to permanently support community views that are designated as scenic vistas in the Ontario Plan.

Plans for the Project have been designed to avoid the most significant impacts on aesthetic resources. Project construction without mitigation measures has the potential to result in direct and indirect damage to aesthetic resources. Damage to these resources is a potentially significant impact. To prevent damage from staging, excavation, equipment, and tree removals during construction, the Project will implement mitigation measures ***MM AES-01 through MM AES-06 and MM CUL-01 through MM CUL-06***; mitigation measures for the Project will reduce impacts by protecting historical resources and trees in place with buffers and monitoring. If damage should inadvertently occur, restoration is required pursuant to these mitigation measures. Therefore, impacts on aesthetic resources that contribute to a scenic vista during construction will be less than significant with mitigation. In areas with resources that are not defined as sensitive historical resources, CDF, and Heritage Trees, the Project will result in less than significant temporary impacts, because these areas, although disturbed during Project construction, will be restored to pre-project conditions after construction is complete according to plans for the Project, the MMRP, and the standard application of Ontario's Municipal Code.

Proposed tree maintenance , removal of ten trees) that will be implemented as maintenance with the Project, will require replacement trees. Project plans indicate these replacements will be large and mature, in 60-inch boxed containers. Plans for the Project indicate tree replacement species have been selected due to their consistency with the original plan for Euclid Avenue, suitability to the Project setting, and specific locations of replacement within parkways to avoid long-term conflict with utilities and improvements. The HPTMP allows tree replacements for maintenance of the Euclid Avenue Historic Property if approved by the City of Ontario's Planning Director or authorized representative. The final tree replacement plan for the Project will be evaluated and approved by Ontario for species suitability and compliance with the Euclid Avenue HPTMP, per mitigation measure ***MM AES-05: Tree and Landscaping Replacement Plan.*** Tree replacements will be implemented according to available space and to avoid conflicts with existing improvements and utilities. In addition, Ontario's Municipal Code allows Heritage Tree replacements that are consistent with existing conditions according to the measured size of the trunk of the trees removed, and as approved by the Planning Director, to closely replicate existing tree canopy. The City will implement monitoring by a qualified arborist and archaeologist within proximity to CDF during construction. If damaged during construction, CDF will be restored according to SOIS standards by the City's qualified contractor as outlined in the MMRP. Three-year post construction monitoring will also be required to document long-term tree health.

For the reasons above, Project impacts are less than significant with mitigation on a scenic vista.

MITIGATION:
MM AES-01: Certified Arborist.
MM AES-02: Tree Protection During Construction.

MM AES-03: Tunneling.
MM AES-04: Hydro Excavation.
MM AES-05: Tree and Landscaping Replacement Plan.
MM AES-06: Protection in Place and Construction Monitoring for CDF and Historic Structures.
MM CUL-01: Archeological Monitoring.
MM CUL-02: Vibration Monitoring.
MM CUL-03: Worker Environmental Awareness Training.
MM CUL-05: Protection and Restoration of Masonry and Structures.MM CUL-06: Historical Restoration.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. The Project is not located near a state scenic highway. There are no rock outcroppings near the Project. The Project does not propose substantial direct permanent changes to historic buildings or structures. Monitoring for indirect impacts is required by the MMRP for the Project and significant impacts from Project construction will be repaired pursuant to Ontario's Municipal Code, SOIS requirements outlined in the HPTMP, and MMRP for the Project. The Project will install underground improvements within the City ROW and will replace hardscape and landscaping that must be temporarily removed for construction. Trees, hardscape and street surfaces will be reestablished to pre-project conditions and according to Ontario's Municipal Code upon completion of construction. The Project will implement Ontario's Tree Ordinance and the Historic Resources Ordinance, including the HPTMP for the Euclid Avenue Historic Property. The Project will implement mitigation measures ***MM AES-01 through MM AES-06, MM CUL-01 through MM CUL-06*** to minimize damage to trees and other CDF within the Euclid Avenue ROW, Euclid Avenue Historic Property, and the established and planned historic districts. Therefore, Project impacts on scenic resources including the Euclid Avenue Historic District, will be reduced to less than significant levels.

MITIGATION:
MM AES-01: Certified Arborist.
MM AES-02: Tree Protection During Construction.
MM AES-03: Tunneling.
MM AES-04: Hydro Excavation.
MM AES-05: Tree and Landscaping Replacement Plan.
MM AES-06: Protection in Place and Construction Monitoring for CDF and Historic Structures.
MM AES-07: Permanent Above-grade Equipment
MM CUL-01: Archeological Monitoring.
MM CUL-02: Vibration Monitoring.
MM CUL-03: Worker Environmental Awareness Training.
MM CUL-05: Protection and Restoration of Masonry and Structures.
MM CUL-06: Historic Restoration.

c) *In nonurbanized 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?*

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Section 1.3, Discussion of Effects a) through b). The Project is proposed within an area that is currently urbanized and has been urbanized for decades; Euclid Avenue ROW, which comprises most of the APE for the Project, has served as an important regional gateway and transportation route for

approximately 143 years, since 1882. Urbanization of adjacent areas occurred concurrently with the establishment of Euclid Avenue and have undergone numerous modifications, infrastructure improvements and maintenance involving aesthetic resources that contribute to the visual character and public views regulated by the Ontario Municipal Code. Therefore, the APE and Local Vicinity include many resources that have been modified and remain important to visual character and quality public views within Ontario.

The Project is being implemented to sustainably maintain public parks and open space associated with visual character and quality of public views. The Project is designed to avoid the most significant impacts on features that comprise the existing visual character and quality of public views in the Local Vicinity. Project construction in the northern portion of the Project has the potential to conflict with code requirements that are established for revitalization and the preservation of historical resources, landscaping, and Heritage Trees. Therefore, the Project will implement mitigation measures to protect aesthetic resources in place and reduce potentially significant impacts to less than significant levels so that the important aesthetic resources related to historical features and mature landscaping found within the APE and surrounding areas are safeguarded and retained.

The southern portion, the Project is adjacent to the north of land that is currently in agricultural use and is zoned for future development. The Project will extend the Ontario recycled water system with infrastructure improvements below ground surface in a manner that is consistent with Ontario's General Plan objectives and approved plans for expanded use of recycled water for irrigation of public open space. Therefore, the Project will not conflict with planned future development and will not result in conflicts with Ontario's regulations. There will be no potentially significant impacts in this regard.

The Project proposes infrastructure improvements designed to avoid the most significant impacts to scenic quality and public views; it will be constructed at a rate of approximately 60 to 80 linear feet of pipeline daily and existing surfaces will be returned to pre-Project conditions once construction is complete. During construction, the Project will implement mitigation measures that are recommended to protect resources that comprise scenic quality and public views of the APE and surrounding areas. If any resources are damaged during construction inadvertently, restoration is required pursuant to standards established in the Ontario Municipal Code. Permanent improvements will be either at ground level or below ground surface and will not be highly visible from publicly accessible vantage points.

The Project will replace 10 Heritage Trees that are currently in poor health in a manner that is consistent with Ontario's Municipal Code and will replant new trees in conformance with Ontario's Heritage Tree Ordinance and the HPTMP for the Euclid Avenue Historic Property. Replanted trees will blend with existing conditions shown in ***Figure 6: Site Photos.*** Project plans indicate that replacement trees will replicate the trunk diameter and canopy of existing trees closely as possible. Replacement tree species that are visually consistent with existing conditions and considered fast-growing (up to 3-feet per year) are shown on the landscape replacement plan for the Project. Replacement trees will be planted within the ROW for Euclid Avenue in a manner that is consistent with the existing landscape plan layout as shown and described in the HPTMP; therefore, significantly modified public views will not result from construction. The Project will achieve goals and policies of The Ontario Plan for sustainable use of recycled water for irrigation, construction of recycled water infrastructure, and proper maintenance of the Euclid Avenue Historic Property and other parks and open space maintained by Ontario. The Project will implement requirements of Ontario's Municipal Code related to conversion of landscape irrigation from potable water to recycled water, historic preservation, and tree maintenance.

For these reasons stated above, less than significant impacts will occur.

MITIGATION:
None required.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

DISCUSSION OF EFFECTS:
Less Than Significant Impact. Project implementation will not permanently change land use or construct new highly visible structures, or permanent sources of light and glare. Existing lighting within and adjacent to the APE will be protected in place and restored to existing conditions if inadvertently damaged during construction. During construction the Project could introduce temporary and less than significant new sources of light and glare in the APE and Local Vicinity associated with construction activities, equipment, traffic, and detours. These new sources will be temporary and intermittent; they are not substantial based on the types and quantities of equipment and size of construction crew that will be needed to construct 60 to 80 feet of pipeline daily. Nighttime construction is not proposed; it would be avoided when possible and would be implemented pursuant to state and local standards, which require downlit work areas and barriers to protect sensitive land use.

As a result, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, less than significant impacts are anticipated from the Project implementation.

MITIGATION:
None required.

2. AGRICULTURE AND FORESTRY RESOURCES

2.1 Regulatory Compliance

The California Land Conservation Act or Williamson Act

The California Land Conservation Act or Williamson Act was established after World War II in response to increasing conservation pressures on agricultural lands. The Act allows local agencies to contract with private landowners, allowing reduced property tax in exchange for restricted use of land for agriculture or open space. In 1965, Assembly Bill 1227 was enacted to establish a contract process to manage the rate of conservation of agricultural lands to urban uses. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. As an optional model to use in assessing the quality of agricultural land and level of impacts on agriculture and environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project; and the forest carbon measurement methodology providing in Forest Protocols adopted by the California Air Resources Board.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is tasked with preserving, protecting, and maintaining California's natural, cultural, and historic resources. As a result, the California Department of Conservation (CA DOC) manages the Farmland Mapping and Monitoring Program, which provides a map of farmland resources throughout California according to the following classifications: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Urban and Built-Up Land. See "Definitions" Section for more information.

City of Ontario

Under The Ontario Plan and in the GP EIR, there currently is no land designated for agricultural use. Existing agriculture uses are allowed but continue as non-conforming uses according to City Policies ER-5.3: Right to Farm and ER-5.4: Protection of Existing Farms and Sensitive Areas. Prior to adoption of The Ontario Plan, Ontario adopted the Agricultural Overlay Zoning District, Section 9-1.2700 into the Municipal Code, which allowed land to be utilized for agricultural purposes within the Ontario Ranch subareas until development could be approved; new construction within the Agricultural Overlay Zone, except for agricultural-related activities, required adoption of a Specific Plan. The closest agricultural to the Project is to the south and southwest of E. Riverside Drive on land designated as Specific Plan on Ontario's Zoning Map (See ***Figure 4B***), which indicates the urbanization of these areas has been approved by Ontario.

2.2 Existing Conditions

Agriculture was the primary land use when the City of Ontario was first incorporated; this included dairy farms, citrus, and vineyards. According to The Ontario Plan, Ontario's total farmland within city limits is approximately 2,342 acres with the closest farmland primarily south of E. Riverside Drive, south of paved ROW as shown on ***Figure 4B***.

The Project will construct water mains to extend Ontario's recycled water system and will provide connections within developed public ROW to convert existing irrigation systems on developed parcels from potable water to recycled water. In the north part of the Project, Ontario's Downtown District, urbanization began in the late 1800's and this area is completely urbanized. Land protected under the Williamson Act within city limits is primarily found south of E. Riverside Drive, directly adjacent to the paved ROW of eastbound E. Riverside Drive, Specifically, south of the intersections of E Riverside Drive with S. Baker Avenue and at S. Cucamonga Avenue. Areas south of the Project along E. Riverside Drive are zoned for Specific Plan land use indicating Ontario's intent to approve development in these areas in the future.

2.3 Project Impacts

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?

DISCUSSION OF EFFECTS:

No Impact. The Project will extend Ontario's recycled water system within paved and developed ROW in conformance with The Ontario Plan and approved WMP, CIP, and GP EIR. The extension of Ontario's recycled water system has been considered and approved by Ontario's decision makers under certified GP EIR and approvals for The Ontario Plan (ONT, 2022), and Recycled Water Master Plan Update (ONT, 2020). The Project will not result in additional changes to zoning or the Zoning Code or Ontario's Municipal Code beyond what has already been considered in the GP EIR. The Project will convert existing irrigation systems for landscaping from potable water to conserve potable water supplies. The closest Project construction to agriculture will be in eastbound ROW of E. Riverside Drive, which is adjacent to the north of existing agricultural land use and will not convert Farmland to non-agricultural use.

Temporary construction will be isolated within existing paved ROW for Euclid Avenue, E. Riverside Drive and city parks/open space located north of existing agriculture and will not result in direct impacts. Likewise, there will not be temporary indirect impacts such as runoff or emissions affecting agriculture to the south of the APE due to the standard application of Ontario's Municipal Code requirements and the MMRP for the Project. During construction the Project will implement an MMRP including mitigation measures to acceptably stabilize disturbed soils, minimize erosion and protect surface water quality during earthwork by managing fugitive dust, air emissions from equipment idling, stabilizing disturbed soils with covering or watering (see ***MM AQ-01, AQ-02, GEO-03 through GEO-05, and HYDRO-01***). Upon completion of construction, surfaces will be restored to pre-project conditions. Therefore, the Project will not have indirect impacts on Farmland.

There will be no cumulative impacts or growth inducement from the Project affecting Farmland due to consistency with The Ontario Plan. The Project is an alternative to the previously approved City of Ontario RWDS Project. No agricultural impacts would result from Project implementation beyond what is already identified in Ontario's GP EIR, Land Use Map, and in approved regional plans for this area.

For these reasons, no Project impacts on Farmland will occur, and Project implementation will not result in conversion of agricultural land to other uses or growth beyond what has already been considered and approved in The Ontario Plan. No impacts are anticipated; therefore, no Mitigation Measures are needed.

MITIGATION:
None required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

DISCUSSION OF EFFECTS
No Impact. According to the Ontario Plan, the Project is adjacent to the north of existing zoning for agricultural use, or a Williamson Act contract, which are on the southside of E. Riverside Drive. Due to the proximity of agricultural land uses, the Project will implement the MMRP during Project construction (See ***MM AQ-01: Fugitive Dust Control, MM AQ-02: Exhaust Emissions Control, MM GEO-03: Stored Backfill, MM GEO-04: Excavated Areas, MM GEO-05: Disturbed Soils, HYDRO-01: SWPPP, NOI-01: Construction Noise, and TRAF-01: Traffic Control Plan*** to minimize indirect impacts from dust, air emissions, erosion, noise, and traffic to less than

significant levels ; therefore, Project related temporary construction impacts will not affect adjacent areas and active construction will be isolated within the public ROW.

As a result, the proposed Project will not conflict with existing zoning for agricultural, or a Williamson Act contract. No impacts are anticipated; therefore, no Mitigation Measures are necessary.

MITIGATION:
None required.

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))?

DISCUSSION OF EFFECTS:
No Impact. There are no areas designated as forest land or timberland within the city limits of Ontario, as defined under Public Resources Code Section 12220(g) (see "Definitions" Section). The Project will implement the policies outlined in The Ontario Plan for replacement of potable water with recycled water for irrigation, which is also reflected in regional plans; therefore, the Project will not conflict with existing zoning or cause rezoning either directly or indirectly. The Project will have no impacts related to existing zoning or rezoning of forest land or timberland. No Mitigation Measures are needed.

MITIGATION:
None required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

DISCUSSION OF EFFECTS:
No Impact. The Project will fulfill Ontario's approved policies for increased availability of recycled water for landscape irrigation within existing public open spaces. The Project is intended to support the full implementation of the land use patterns approved in The Ontario Plan Land Use Map and would not result in loss of forest land or conversion of forest land beyond what has already been considered and approved in city and regional plans for this area. For these reasons, no impacts involving loss or conversion of land labeled as Forest will result from Project implementation. No Mitigation is not needed.

MITIGATION:
None required.

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.

DISCUSSION OF EFFECTS:
Less than Significant. See Section 2.3, Discussion of Effects a) through d) above. No additional changes in the existing environment resulting in conversation of Farmland to non-agricultural use or conversion of forest to non-forest use are expected from Project implementation. The proposed utility improvement is consistent with The Ontario Plan and approved regional plans. No impacts are anticipated; therefore, no mitigation measures are needed.

MITIGATION:
None required.

f) 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?

DISCUSSION OF EFFECTS:

No Impact. The Project is consistent with approved city and regional plans; it will fulfill Ontario's approved recycled water policies for landscape irrigation. The Project will be implemented within developed City ROW and would not result in additional loss or conversion of Farmland. For these reasons, no impacts involving loss or conversion of Farmland will result from Project implementation. No Mitigation is not needed.

MITIGATION:

None required.

3. AIR QUALITY

3.1 Regulatory Compliance

The federal, state, and regional agencies listed below regulate air emissions and activities and monitor air quality compliance within 11 air basins which are defined by common geographical and meteorological characteristics. Air quality regulations focus on controlling emissions of criteria pollutants from direct emissions (related to combustion, dust, and activities, such as application of paints and coatings), or from secondary emissions which form from primary Criteria Pollutant mixing due to weather patterns and air temperatures. Criteria pollutants are indicators of the level of air pollution within an air basin.

The Project is in the South Coast Air Basin (Basin) and air quality within the Basin is the responsibility of the South Coast Air Quality Management District (SCAQMD). Criteria pollutants regulated by SCAQMD include Ozone (O3), Nitrogen Dioxide (NOx), Carbon Monoxide (CO), Sulfur Dioxide (Sox), Lead (Pb), and Particulate Matter less than 10 microns and 2.5 microns in diameter (PM10 and PM 2.5). Regulated criteria pollutants have been proven to harm health and the environment to the point of causing damage to property and health. Monitoring and regulators like the EPA classify "criteria" air pollutant emissions based on related human health outcomes and/or environmental quality as criteria for setting permissible levels. Sensitive receptors for air quality include the elderly, children and those with respiratory conditions and involve schools, nursing homes, locations where 24/7 occupancy may occur. The following agencies, air quality plans, and programs are applicable to the Project:

Federal and State Ambient Air Quality Standards

The Federal Clean Air Act was first implemented by the U.S. Environmental Protection Agency (EPA) in 1970 to enforce federal National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants, which include PM 10, PM 2.5, carbon monoxide (CO), nitrogen dioxide (NO2), ground-level ozone, and lead. Federal standards are designed to protect public health and the environment with a reasonable margin of safety (see ***Table 8: Federal and State Standards for Criteria Pollutants***).

California Air Resources Board (CARB)

The California Air Resources Control Board (CARB) is a part of the California Environmental Protection Agency (CalEPA) and coordinates/administers both federal and state air pollution control programs within California. CARB conducts research and sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP) to achieve healthful air quality in California. CARB is also responsible for regulations pertaining to Toxic Air Contaminants (TAC). CARB and the EPA label areas as "nonattainment" areas if air quality standards are not met; if there is inadequate or inconclusive data to make a definitive attainment designation, air quality is considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics (CARB). ***Table 9: South Coast Air Pollution Control District Attainment Status*** displays the current attainment status of SCAQMD.

TABLE 8: FEDERAL AND STATE STANDARDS FOR CRITERIA POLLUTANTS

Air Pollutant	Concentration/ Averaging Time		Most Relevant Effect
	California Standards	Federal Primary Standards	
Ozone (O3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals, (c) Increase. mortality risk. (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans. (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease. (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease. (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups. (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM10)	50 µg/m3/24-hour 20 µg/m3/annual	150 µg/m3/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease. (b) Declines in pulmonary function growth in children. (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM2.5)	12 µg/m3 / annual	35 µg/m3/24-hour 12 µg/m3/annual	
Sulfates	25 µg/m3/24-hour	No Federal Standards	(a) Decrease in ventilatory function. (b) Aggravation of asthmatic symptoms. (c) Aggravation of cardio-pulmonary disease. (d) Vegetation damage. (e) Degradation of visibility. (f) property damage.
Lead	1.5 µg/m3/30-day	0.15 µg/m3/3-month rolling	(a) Learning disabilities. (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf

TABLE 9: SOUTH COAST AIR QUALITY MANAGMENT DISTRICT ATTAINMENT STATUS

Pollutant	State Status	Federal Attainment Status
Ozone- One hour	Extreme Nonattainment	No Federal Standard
Ozone- Eight hour	Extreme Nonattainment	Extreme Nonattainment
PM10	Serious Nonattainment	Attainment
PM2.5	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/ Unclassified	Attainment/ Unclassified
Nitrogen Monoxide (NO)	Attainment/ Unclassified	Attainment
Sulfur Dioxide (SO2)	Attainment/ Unclassified	Attainment
Lead	No Designation/ Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: (1) SCAQMD 2020. (2) The 2050 Ontario Plan EIR, 2022
Notes: (1) **Unclassified**- A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
(2) **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
(3) **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
(4) **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

South Coast Air Quality Management District (SCAQMD)

SCAQMD is the regional agency principally responsible for comprehensive air pollution control in the Basin. SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies. SCAQMD is responsible for preparing and implementing the Air Quality Management Plan (AQMP) within the Basin in compliance with the SIP, CAAQS and NAAQS. The SCAQMD's mission is to "clean the air and protect the health of all residents in the South Coast Air District through practical and innovative strategies" (SCAQMD 2022). The agency regulates air quality through preparation and implementation of air quality compliance measures for Basin compliance with national and state air quality standards established for this area. SCAQMD maintains 38 air quality monitoring sites with designated ambient air monitoring stations representative of each area. The stations record meteorological information to help forecast daily pollution levels.

Air Quality Management Plan

The 2016 AQMP is a regional blueprint for achieving the federal air quality standards **(**see ***Table 8: Federal and State Pollutant Standards for Criteria Pollutants)*** and healthful air within the Basin through both stationary and mobile source strategies to reduce pollutant emissions and regulate air quality. Following are some policies of the AQMP that are typically applied to development projects and construction to reduce emissions:

SCAQMD Rule 402: Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403: Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices (BMPs), such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust

from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below and can reduce fugitive dust generation, Particulate Matter 10 microns or greater in diameter (PM10). Compliance with these rules would reduce impacts on nearby sensitive receptors. Measures used to implement Rule 403 may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar BMPs shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 1108: Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin and regulates the VOC content of asphalt during construction. All asphalt used during Project construction must comply with SCAQMD Rule 1108.

SCAQMD Rule 1186: Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for contract street sweepers to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1401: New Source Review of TAC, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

SCAQMD Rule 2202: On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

CEQA Air Quality Handbook

To assist local jurisdictions, South Coast Air Basin's CEQA Air Quality Handbook (SCAQMD CEQA Handbook) was prepared by the SCAQMD in 1993. The version with current updates can be found at http://www.aqmd.gov/ceqa/hdbk.html and was developed in accordance with the projections and programs of the AQMP. In addition, this document is used as a guidance document for preparing air quality impact analysis and Project mitigation. The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD.

Southern California Association of Governments (SCAG) Transportation Plan and Regional Transportation Improvement Plan

SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP) on regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP for air quality forecasts and consistency analysis in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on land use projections originating within the City and County General Plans.

3.2 Existing Conditions

Air quality within the City of Ontario is contingent on geography, weather, and emissions sources. The City of Ontario experiences temperatures ranging from 39.9 degrees Fahrenheit in January to 92.4 degrees Fahrenheit in July, with average annual precipitation 20.30 inches (WRCC 2022). Wind patterns across the southern California region are westerly or southwesterly onshore winds. Due to Ontario's geographic location, mountain ranges inhibit eastward transport and diffusion of air pollutants resulting in fair to poor air quality. As shown below, the attainment status for the SCAQMD is shown below in ***Table 9: South Coast Air Quality Management District Attainment Status***. Since Ontario is a highly developed, urban area pollutant emissions from commercial, industrial, and residential land uses are regularly generated from daily activities.

SCAQMD documents existing levels of ambient air quality and historical trends utilizing air monitoring stations closest to the Project. The closest monitoring stations are Upland Monitoring Station (at 1350 San Bernardino Road, Upland, CA 91786), approximately 3 miles north of the Project and Ontario SR-60 Near Roadway Monitoring Stations (Longitude 34.030686, Latitude -117.620032), approximately 4.4 miles southeast of the Project. As shown in ***Table 10: Ambient Air Quality Monitoring Summary*** below, pollutants regularly exceed State and federal one-hour and eight-hour Ozone (O3) standards at these monitoring stations, with rare violations in state PM10 and Federal PM2.5 in the last five years (The 2050 Ontario Plan EIR, 2022); as shown in ***Table 11: City of Ontario Air Pollutant Emissions Inventory,*** transportation and energy production prove to be the activities that generate the highest air pollutants. VOC emissions calculated by CalEEMod indicate that use of household consumer cleaning products contribute the most to pollution associated with VOC.

TABLE 10: AMBIENT AIR QUALITY MONITORING SUMMARY

Pollutant/ Standard	Number of Days Thresholds Were Exceeded and Maximum Levels				
	2016	2017	2018	2019	2020
Ozone (O3)					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	53	66	25	31	82
State & Federal 8-hour ≥ 0.070 ppm (days exceed threshold)	88	87	52	52	116
Max. 1-Hour Conc. (ppm)	0.156	0.150	0.133	0.131	0.158
Max 8-Hour Conc. (ppm)	0.116	0.127	0.111	0.107	0.123
Nitrogen Dioxide (NO2)[1]					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
State & Federal 8-hour ≥ 0.100 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	70.1	64.1	58.7	57.9	55.4
Coarse Particulates (PM10)					
State 24-Hour ≥ 50 µg/m3 (days exceed threshold)	NA	NA	NA	NA	NA
State & Federal 8-hour ≥ 150 µg/m3 (days exceed threshold)	1	0	1	0	1
Max. 1-Hour Conc. (ppm)	184.0	106.5	156.6	125.9	174.8
Fine Particles (PM2.5)					
Federal 24-Hour > 35 µg/m3 (days exceed threshold)	7	9	7	6	14
Max 24-Hour Conc. (µg/m3)	55.9	67.8	70.6	71.2	65.6

Source: CARB 2022C.
Notes: ppm= parts per million; parts per billion; µg/m3 = micrograms per cubic meter
Data for O3, NO2, and PM10 was obtained from the Upland Monitoring Station. Data for PM2.5 obtained from the Ontario SR-60 Near Roadway Monitoring Station.

TABLE 11: CITY OF ONTARIO AIR POLLUTANT EMISSIONS INVENTORY

Sector	Existing Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Transportation[1]	427	6,649	20,047	83	630	257
Energy[2]	122	1,068	642	7	84	84
Area Off-Road Equipment[3]	98	2,021	6,472	3	85	78
Area- Consumer Products[4]	2,096	--	--	--	--	--
Total	2,742	9,738	27,162	93	799	419

Source: The 2050 Ontario Plan EIR, 2022.
Notes:
(1) EMFAC2021 Version 1.0.1. Based on daily VMT provided by Fehr & Peers (see Appendix A).
(2) Based on natural gas use provided by SoCalGas.
(3) OFFROAD2021.
(4) Based on CalEEMod, Version 2020.4.0 User's Guide methodology to calculate VOC emissions from use of household consumer cleaning products.

Land use where occupancy could be on a 24-hour/7-day basis are considered sensitive receptors. Likewise, locations attracting children, such as schools, are considered sensitive due to potential for outdoor play and developing respiratory systems. The closest sensitive receptors to the Project are shown near Project Segments 1, 2, 3, and 4 on ***Figure 2, 2A and 2B*** and on ***Tables 3 and 4.*** Sensitive receptors are located within existing residential areas adjacent to or near Euclid Avenue for Segment 1 and for Segment 2 along W. F Street; E. E Street, N. Vine Avenue; W. Flora Street; E. C Street; and E. Riverside Drive. Other sensitive receptors near Segment 1 also include Chaffey High School, Vina Danks Middle School, and Champions at Euclid Elementary located approximately 0.1 miles north from the Project at 4th Steet; the American Inn and the Central Language Academy are sensitive receptors which are located approximately 0.1 miles east and west from the Project along Euclid Avenue north of G Street; and, the St. George School is a sensitive receptor, which is located approximately 0.2 miles from the Project west Euclid Avenue and north of W. D Street. Sensitive receptors near Segment 3 also include San Antonion School, located approximately 0.2 miles from the Project east of Euclid Avenue and south of Holt Boulevard. Sensitive receptors near Segment 4 also include Woodcrest Junior High School and Liberty Elementary School, located approximately 0.4 miles from the Project north of E. Riverside Drive and west of Campus Avenue. Heavenly Care Daycare and Preschool School is located 0.1 mile south of the Project along E. Riverside Drive and west of Bon View Avenue. Sunrise Children Center is located approximately 0.1 mile east from the Project at the intersection of E. Riverside Drive and Baker Avenue. Live Oak Preschool, located approximately 0.2 miles east of the Project at the intersection of E. Riverside Drive and Baker Avenue.

3.3 Project Impacts

The Discussion of Effects within this Sections are based on the Air Quality Greenhouse Gas, and Energy Technical Memorandum conducted by Ganddini Group for the Euclid Avenue Recycled Water System Project, dated December 16, 2024 (Appendix A). The Technical Memo is intended to determine short-term impacts related to Air Quality, Greenhouse gas Emissions, and Energy from Project Construction.

a) Conflict with or obstruct implementation of the applicable air quality plan?

DISCUSSION OF EFFECTS:

Less than Significant Impact. The Project will generate additional emissions of criteria pollutants during construction which will be temporary and intermittent. The Project will not be a new source of long-term or permanent emissions. Long-term maintenance and operations of the Project will not substantially increase maintenance trips, and the Project is consistent with the GP EIR analysis. Air quality impacts from construction are described as follows.

Short-Term Construction Emissions

To estimate construction-related impacts from Project implementation, data from the Project Description, including information summarized above, was provided as input in CalEEMod Version 22.1.1.21, pursuant to SCAQMD protocol. Modeling results indicate Project emissions would not exceed regional and local thresholds and will contribute incrementally to PM2.5 criteria pollutants that are in non-attainment status. According to CalEEMod modeling, Project emissions did not exceed the maximum criteria pollutants for summer or winter months, as shown within ***Table 12: Construction-Related Regional Pollutant Emissions***. The table indicates that none of the Project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction.

TABLE 12: CONSTRUCTION RELATED REGIONAL POLLUTANT EMISSIONS

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
Maximum Daily Emissions[1]	7.34	65.30	66.40	0.16	6.97	4.33
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.29
Notes: See **Appendix A** (Air Quality Global Greenhouse Gas Emissions, Energy Impact Analysis, Ganddini, 2024)
(1) Includes both on-site and off-site emissions. On -site earthwork PM-10 and PM-2.5 emissions show compliance with SCAQMD Rule 403 for fugitive dust.

Project emissions compared with SCAQMD Local Significance Thresholds were also evaluated to determine whether construction impacts from the Project are potentially significant. Emissions were calculated based on the Southwest San Bernardino Valley, source receptor area (SRA) 33 thresholds with a disturbance value of 3.5 acres per day. **(**see ***Table 13: Maximum Number of Acres Distributed Per Day***)[3]. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors are the existing residential uses; the results of the SCAQMD Look-up Tables for 25 meters are shown within ***Table 14: Local Construction Emissions at the Nearest Receptor*** and indicate less than significant impacts with no mitigation required.

TABLE 13: MAXIMUM NUMBER OF ACRES DISTURBED PER DAY

Activity	Equipment	Number	Acres/ 8hr- day	Total Acres
Site Preparation	Rubber Tiered Dozers	2	0.5	1
	Scrapers	2	1	2
	Crawler Tractors[1]	1	0.5	0.5
Total for phase		-	-	3.5

Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.
Notes: See **Appendix A** (Air Quality Global Greenhouse Gas Emissions, Energy Impact Analysis, Ganddini, 2024)
(1) Tractor/ loader/ backhoe is suitable surrogate for a crawler tractor per SCAQMD staff.

TABLE 14: LOCAL CONSTRUCTION EMISSIONS AT THE NEAREST RECEPTORS

Activity[1]	One-site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Maximum Daily Emissions	64.90	64.70	6.6	4.24
SCAQMD Thresholds[2]	220	1,713	11	7
Exceeds Thresholds?	No	No	No	No

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 3.5 acres at a distance of 25 meters in SRA 33 Southwest Valley. The 3.5-acre threshold was interpolated based on the 2 acre and 5 acre thresholds.
Notes: See **Appendix A** (Air Quality Global Greenhouse Gas Emissions, Energy Impact Analysis, Ganddini, 2024)
(1) The Project will disturb up to maximum if 3.5-acres a day (see *Table 13: Maximum Number of Acres Disturbed per Day* above).
(2) The nearest sensitive receptor to the Project includes the existing residential uses located adjacent or near to the proposed Project; therefore, 25-meter threshold was used.

[3] The 3.5-acre threshold was interpolated from the 2 acre and 5-acre SCAQMD LST Threshold.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
Less than Significant Impact. As mentioned in response 3.3 a), the modeling for the proposed Project did not find that the construction activities would exceed regional or local level air quality thresholds; therefore, the Project will not result in cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard. Impacts are anticipated to be less than significant; no mitigation measures are needed.

MITIGATION:
None required.

c) Expose sensitive receptors to substantial pollutant concentrations?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. Project construction will not exceed regional or local pollutant concentrations and, the Project would not result in exposure of substantial pollutant concentrations to sensitive receptors. Project-related activities are required to be consistent with SCAQMD air quality rules to ensure that fugitive dust and exhaust from equipment emissions are appropriately managed throughout construction. The Project will implement previously approved Mitigation Measures ***MM AQ-01: Fugitive Dust Control and MM AQ-02: Exhaust Emissions Control.***

As a result, less than significant impacts are anticipated with mitigation incorporated.

MITIGATION:
MM AQ-01: Fugitive Dust Control and MM AQ-02: Exhaust Emissions Control

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

DISCUSSION OF EFFECTS:
Less than Significant Impact. Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during the construction of the proposed Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and therefore should not reach an objectionable level at the nearest sensitive receptors. The Project will not result in a permanent source of odors.

As a result, less than significant impacts are anticipated from the proposed Project; no Mitigation Measures are needed.

MITIGATION:
None required.

4. BIOLOGICAL RESOURCES

The Discussion within this section is based on the following reports:

- **Appendix B:** Biological Resources Assessment for the UT1072 Euclid Recycled Water Pipeline Project conducted by ELMT Consulting dated March 18, 2024. The report includes a field investigation conducted by Project Biologist Rachel A. Lyons on January 19, 2024, and February 1, 2024, to document baseline conditions and assess the potential for special status[4] plant and wildlife species to occur near the Project.

  A review of standard field guides, literature, and records search was conducted for specific habitat requirements of special-status and non-special-status biological resources:
  - Google Earth Pro historic aerial imagery (1985-2023);
  - United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey[5];
  - USFWS Critical Habitat designations for Threatened and Endangered Species;
  - USFWS Endangered Species Profiles.

- **Appendix C**: Tree Survey and Arborist Report in Support of the Euclid Avenue Downtown Recycled Water Project, UT1072, Ontario, California. The report includes recorded details of each tree from the field survey, documentation of species, stature, health, local environment as well as conditions in which they occur.

4.1 Regulatory Compliance

Federal Endangered Species Act

The Endangered Species Act (ESA) was enacted in 1973 and establishes protections for fish, wildlife, and plants that are listed as threatened or endangered along with the ecosystems these species depend on (16 U.S.C. 1531-1544) (USFWS 2023). The U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Services (NMFS) share the responsibility for implementing the ESA. Generally, USFWS oversees terrestrial and freshwater species, while the NMFS manages marine and anadromous species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 establishes a conservation treaty intended to promote the sustainability of populations of protected migratory bird species. The MBTA prohibits killing, capture, selling, trading, and transport of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife (USFWS 2023). In addition, the MBTA makes it unlawful to remove nests, eggs, and feathers from any of the species protected under the act. Migratory bird species that are protected by law depend on the bird family and species included in the four international treaties (Canada in 1916; Mexico in 1936; Japan in 1972; Russia in 1976). This list can be found under Title 50 Part 10.13 (10.13 list), which was last updated in 2020 to incorporate current scientific information on taxonomy and natural distribution. The MBTA applies to almost all avian species that are native to California.

A migratory bird species is included on the list if it meets one more of the following criteria:

[4] As used in this report, "special-status" refers to plant and wildlife species that are federally, State, and MSHCP listed, proposed, or candidates; plant species that have been designated with a California Native Plant Society Rare Plant Rank; wildlife species that are designated by the CDFW as fully protected, species of special concern, or watch list species; and specially protected natural vegetation communities as designated by the CDFW.

[5] A soil series is defined as a group of soils with similar profiles developed from similar parent materials under comparable climatic and vegetation conditions. These profiles include major horizons with similar thickness, arrangement, and other important characteristics, which may promote favorable conditions for certain biological resources.

1. It occurs in the United States or U.S. territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.
2. Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or U.S. territories as the result of natural biological or ecological processes.
3. New evidence exists for its natural occurrence in the United States or U.S. territories resulting from natural distributional changes and the species occurs in a protected family.

The Migratory Bird Treaty Reform Act amends the MBTA so that nonnative birds or birds that have been introduced by humans to the United States or its territories are excluded from protection under the MBTA. Most birds found in southern California are protected under the MBTA.

California Fish and Game Code

The California Fish and Game Code is composed of various statutes that aid in the protection of biological resources, including Native Plant Protection Act (NPPA) of 1977 and the California Endangered Species Act (CESA) (California Fish and Game Code Sections 2050-2098). The NPPA designated plants as rare or endangered and prohibits the take of any such plants, unless authorized in limited circumstances by the Fish and Game Commission. CESA prohibits public agencies from approving projects that could jeopardize species listed under CESA as endangered or threatened. In addition, California Fish and Game Code protects native and migratory birds including nests and eggs in addition to protecting various mammals (Section 4700), amphibians (Section 5050), and fish species (Section 5515). For this reason, California Fish and Game Code requires that California Department of Fish and Wildlife be notified of lake or streambed alteration activities. If activities are determined to adversely affect existing fish and wildlife resources by CDFW, a streambed alteration agreement must be authorized to ensure the protection of biological resources and water quality.

City of Ontario Municipal Code

Section 10-2 (Chapter 2) of the Ontario Municipal Code addresses tree protection, maintenance, and replacement policies for trees (mostly publicly owned). The following Sections of Ontario's Development Code, discuss tree mitigation pertaining to new development:

- **Heritage Tree Preservation:** As indicated within Ontario's Development Code, the term "Heritage Tree" means a tree designated for preservation pursuant to Section 4.02.060 (Historic Preservation—Historic Landmark and District Designations, and Architectural Conservation Areas), as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:
  a) It is one of the largest or oldest trees of the species located in the City with a trunk diameter of 18 inches or greater at diameter breast height (DBH); or
  b) It has historical significance due to an association with an historic building, street, person, or event; or
  c) It is defining landmark or significant outstanding feature of a neighborhood or district, or typical of early Ontario landscape, including:
     - Cinnamomum camphora (Camphor Tree),
     - Cedrus deodara (Deodar Cedar),
     - Platanus acerifolia (London plane),
     - Quercus suber (Cork Oak),
     - Quercus ilex (Holly Oak), or
     - Schinus molle (Palifornia Pepper); or

  d) It is a Native Tree. The term "Native Tree" means any one of following California native tree, which has a trunk diameter of more than 8 inches, measured DBH including:

- Platanus racemosa (California Sycamore),
- Pinus torreyana (Torrey Pine),
- Quercus agrifolia (Coast Live Oak),
- Quercus engelmannii (Engelmann Oak),
- Quercus lobata (Valley Oak), or
- Umbellularia californica (California Bay).

- **Heritage Tree Replacement:** Healthy Heritage Trees that are approved for removal shall be replaced with new trees and shall be shown on required Landscape and Irrigation Construction Documentation Plans. Replacement trees shall have a total trunk diameter (caliper) equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on the lot size and available planting space. Replacement trees shall be in addition to the quantity of trees required by the Planning Department for landscaping (see Section 6.05.035 (Landscape Development Standards) for required trees).

- **Parkway Trees Removal:** No person shall remove or relocate any parkway tree (parkway shall mean that portion of any public street ROW between the ROW boundary line and the curb line and between curbs for the median) without prior authorization from the Public Works Agency of the City. A parkway tree may be removed by the City for any of the following reasons:
  a) Visual hazard. Obstructing sight distance necessary for the safe operation of vehicles at street intersections or obscuring in an otherwise incurable manner any traffic or railroad crossing signal or other safety device.
  b) Safety hazard. Any condition deemed to be an immediate hazard to life or property which cannot otherwise be corrected.
  c) Condition. Dead, decayed, or diseased beyond correction.
  d) Unauthorized. Planted without a permit, improper location or variety, or prohibited type.
  e) Where the removal is necessary to reasonably utilize solar collectors, and:
     i. Thirty (30) days prior to installation of the solar collectors, the City was notified in writing of the intent to install such collectors;
     ii. The solar collectors, where possible, are located so that no street tree removal is required; and
     iii. The removal of such tree or trees will not be detrimental to the public.

4.2 Existing Conditions

The Project is within a fully urbanized area where there is no native habitat; existing ornamental landscaping within the APE provides habitat for species that have acclimated to urban environments with high levels of activity. The Project is not located in a mitigation fee area for endangered species. The following paragraphs provide a description of existing conditions for biological resources within the Local Vicinity of the Project based on a field survey conducted by a qualified biologist.

Vegetation and Trees

Existing plants within the Parkways along Euclid Avenue consist of landscaping within the center median of Euclid Avenue and within landscaping along the back of the sidewalks. Soils in the APE have been mechanically disturbed, amended, and heavily compacted from decades of urbanization and agriculture. Plant species observed within the Parkways include Peruvian pepper (Schinus molle), rose (Rosa spp.), lantana (Lantana sp.), southern magnolia (Magnolia grandiflora), London plane tree (Planatus acerifolia), and jacaranda (Jacaranda mimosifolia). According to the Tree Survey and Arborist Report prepared by CalPacific, a total of 729 trees were surveyed within the APE for the Project and 379 of the trees qualify as Heritage Trees. The arborist's report indicates that 163 trees (approximately 22%) of the trees that were surveyed for the Project show signs of disease/decline, lack adequate vigor, or show poor growth form/branch attachment posing an elevated risk of failure, thereby necessitating consideration for removal. Ten (10) of these trees were noted as posing an

immediate hazard requiring urgent attention due to the failure risk they pose to nearby vehicular and pedestrian traffic. Many of the silk oak trees along the Euclid Avenue corridor contain canopies that obscured observation of structural defects; these trees are Heritage Trees and known for their weak wood strength (UFEI 2024).

In areas adjacent to E. Riverside Avenue south of the ROW along the edge of the agricultural fields, marginal habitat for primary successional, weedy, and invasive plant species are present and include curly dock (Rumex crispus), ripgut brome *(Bromus diandrus),* horseweed (Erigeron canadensis), telegraph weed *(Heterotheca grandiflora),* prairie sunflower *(Helianthus petiolaris),* and pigweed *(Amaranthus sp.).* Landscaping found within the APE and Local Vicinity has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments.

Wildlife

The field survey for the Project indicates no amphibians or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) are in the APE or Local Vicinity. The APE provides minimal habitat for foraging and cover. The only reptile species observed during the field investigation was western fence lizard (Sceloporus occidentalis). Avian species observed during the field investigation include rock pigeon *(Columba liva),* house *finch (Haemorhous mexicanus)*, mourning dove *(Zenaida macroura),* house sparrow *(Passer domesticus),* and American crow *(Corvus brachyrhynchos).* No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during the breeding season. No mammalian species were observed.

Research for the Project from the California Natural Diversity Database (CNDDB) and California Native Plant Society's (CPNS) Electronic Inventory identified twenty (20) special-status plant species, fifty-seven (57) special-status wildlife species, and one (1) special-status plant community as having potential to occur within the San Bernardino South USGS 7.5-minute quadrangle where the Project is located. The biologist surveyed the APE and Local Vicinity for presence of special-status plant and wildlife. The biologist's field survey documents no special status plants or wildlife were observed within the APE or Local Vicinity. Fifty-five (55) special-status species are presumed absent with no suitable habitat present within the APE or Local Vicinity and, two species have low potential for being found within the APE and Local Vicinity. (See ***Appendix B*).**

According to the San Bernardino County General Plan, the Project has not been identified as occurring within a wildlife corridor or linkage. As designated by the San Bernardino County General Plan Open Space Element, the nearest major corridor or linkage documented in the vicinity of the Project is approximately 4.51 miles to the southwest in association with Chino Hills State Park.

Wetland

The APE and Local Vicinity do not support any riparian habitat, inundated areas, wetland features, or hydric soils that would be considered jurisdictional by the Corps, Regional Board, or CDFW. A query of the NWI database found no potential blueline streams, riverine, or other aquatic resources in the APE or Local Vicinity. The Project, APE, and Local Vicinity are in an urban setting. Review of USFWS National Wetland Inventory (NWI) and Environmental Protection Agency (EPA) Water Program "My Waters" data layers and the field survey for the confirmed that no wetlands are near or adjacent to the Project.

4.3 Project Impacts

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 Game or U.S. Fish and Wildlife Service?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. Potentially significant direct impacts from the Project could occur from trimming or removing trees or landscaping with active nests. Potentially significant indirect impacts

could occur from construction activities and elevated noise and activity levels within proximity to active nests. The Project will install tree replacements and will restore disturbed landscaped areas to pre-project conditions therefore, the Project has the potential during construction to directly and indirectly impact nesting birds which are protected under the MBTA and California Fish and Game Code. For this reason, the Project shall implement Mitigation Measure ***MM BIO-01: Preconstruction Nesting Bird Clearance Survey***, which will require a pre-construction bird nesting survey to reduce potentially significant temporary impacts on nesting birds to less than significant levels.

For the reasons above, Project impacts are anticipated to be reduced to less than significant levels with the implementation of Mitigation Measure ***MM BIO-01: Pre-construction Nesting Bird Clearance Survey***.

MITIGATION:
MM BIO-01: Preconstruction Bird Nesting Clearance Survey.

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 Game or U.S. Fish and Wildlife Service?

DISCUSSION OF EFFECTS:
No Impact. Due to absence of riparian habitat and natural communities within the APE and Local Vicinity, the Project will not result in direct impacts to wetland or riparian resources under Corps, Regional Board, or CDFW jurisdiction. The Project will be limited to developed and disturbed public ROW. Regular City maintenance will include sprinkler checks to reduce overspray and runoff. The Project will implement temporary BMPs for water quality pursuant the standard application of Ontario's Municipal Storm Water Permit for Construction. This will prevent indirect impacts downstream from Project construction on riparian habitat or other sensitive natural communities and beneficial uses of receiving waters. Therefore, the Project would not contribute additional erosion, siltation, or pollutants in surface runoff through standard enforcement of Ontario's Municipal Storm Water Permit for Construction. After construction, disturbed surfaces will be returned to pre-project conditions.

As a result, impacts are not anticipated. No Mitigation Measures are needed.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:

No Impact. The Project will not have direct impacts on wetlands under state or federal jurisdiction. There are no wetlands within the APE and Local Vicinity. Temporary water quality BMPs have been incorporated into the MMRP for the Project for erosion control and reduced runoff from construction areas. Water quality BMPs are also intended to prevent discharge of pollutants, dissolved solids and debris into surface waters so that Project implementation will have no impact on receiving waters during construction. The Project will not change long-term operations of the City's parks and open space and there are no impacts in this regard. BMPs are required so that downstream resource impacts will be less than significant and are implemented through the standard application of the City's plan check and inspection process for compliance with the Municipal Storm Water Permit for Construction issued by the Regional Water Quality Control Board. BMPs and mitigation measures for the Project are included in the MMRP (***MM HYDRO-01: SWPPP and MM HYDRO-02: Limitation on Construction During Storm Events***) to verify implementation of water quality protections during Project construction. Therefore, no impacts to wetlands are anticipated; and, no additional Mitigation Measures are needed.

MITIGATION:
MM HYDRO-01: SWPPP and MM HYDRO-02: Limitation on Construction During Storm Events

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?

DISCUSSION OF EFFECTS:
Less Than Significant Impact with Mitigation Incorporated. The Project will not directly impact movement of any native resident or migratory fish or wildlife species. The Project is proposed within a fully urbanized area and does not require permanent changes to the operation and maintenance of the City's parks and open space or significant changes to land use or above ground structures. Project construction will impact 60-80 LF within the APE daily. Ten (10) tree removals/replacements following a bird nesting survey in the APE are proposed; indirect impacts from pollutants in runoff and temporary exhaust and noise from construction will be isolated within the APE due to implementation of the MMRP. For the reasons above, the Project will not significantly impact established corridors for regional wildlife, riparian, or creek corridors and linkages. There will be no direct or indirect impacts on these resources or on wildlife movement opportunities.

The MMRP for the Project will enforce erosion and sediment control, waste management, runoff control, and pollution control to reduce impacts to any natural resources. The Project will implement Best Management Practices and Mitigation Measures for water quality (***MM HYDRO-01: SWPPP and MM HYDRO-02: Limitation on Construction During Storm Events).*** As a result, the Project anticipates less than significant impacts with the implementation of mitigation measures. The Project will also comply with the MBTA.

MITIGATION:
MM HYDRO-01: SWPPP and MM HYDRO-02: Limitation on Construction During Storm Events

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. The Project has been designed to place the proposed mains and laterals where they will avoid most tree root zones in the APE. Tree maintenance that is proposed within Segments 1, 2, and 6 of the APE includes replacement of ten (10) CDF Heritage Trees within the median and parkway of Euclid Avenue and one (1) Heritage Tree south of W. Flora Avenue at James R Bryant Park, consistent with Ontario's Municipal Code. The MMRP for the Project will be implemented throughout construction and requires qualified arborist monitoring of trees and roots during construction and after construction. Plans for the Project indicate replacement tree species that are consistent with the Ontario Municipal Code. Post tree monitoring is a requirement of the MMRP for trees that are replanted and trimmed during construction.

Project compliance with Ontario's tree preservation policies and ordinances is further discussed in *Section 1, Aesthetics* and depicted in ***Table 7: Tree Maintenance Recommendations*** and on ***Figure 2A Local Vicinity*****.** Mitigation measures ***MM AES-01 through AES-05*** of the MMRP require monitoring by a qualified arborist and archaeologist for compliance with Ontario's Municipal Code regarding protection and preservation of Heritage Trees and trees that may be historically significant. The MMRP requires compliance with Ontario standards for tree protection through arborist monitoring during tree trimming to protect the critical root zone of trees within the APE during construction; qualified arborist oversight of replacement trees during planting and during three years of maintenance after construction is also required by the MMRP for the Project.

MITIGATION:
MM AES-01: Certified Arborist,
MM AES-02: Tree Protection During Construction,
MM AES-03: Tunneling,
MM AES-04: Hydro Excavation,
MM AES-05: Tree and Landscaping Replacement Plan, and
MM BIO-01: Preconstruction Bird Nesting Clearance Survey.

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?

DISCUSSION OF EFFECTS:
No Impact. There are no natural habitat conservation plans applicable to the APE or Local Vicinity. The Project will comply with Ontario's Municipal Code.

MITIGATION:
None required.

g) 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 Game or U.S. Fish and Wildlife Service?

DISCUSSION OF EFFECTS:
No Impact. The Project will be implemented in currently developed City ROW. A pre-construction bird nesting survey is required by the MMRP for compliance with the MBTA; there will be no direct impacts on habitat for candidate, sensitive, or special status species. An MMRP has been prepared for the Project and includes requirements for a SWPPP so that Project construction will not have indirect impacts.

MITIGATION:
None required.

5. CULTURAL RESOURCES

The information in this section is based on a records search and intensive-level field survey. The records search was conducted on January 23, 2024, at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. This archival research reviewed the status of all recorded historic and prehistoric cultural resources and survey and excavation reports completed within one-half mile of the Project. Additional resources reviewed include the Built Environment Resource Directory (BERD), which summarizes California Office of Historic Preservation (OHP) findings for resources listed and eligible for listing in the NRHR and the CRHR. An intensive-level cultural resources field survey of the APE was conducted on February 8, October 14, and November 1, 2024. Cultural Resources were recorded on DPR 523 forms and are included in ***Appendix D, Cultural Resources Assessment for the Euclid Avenue Recycled Water System Project,*** Prepared by BCR Consulting LLC and Dates December 27, 2024. Digital photographs were taken at various points along the Project. These include overviews as well as detailed photographs of all cultural resources. Cultural resources were recorded per the California OHP Instructions for Recording Historical Resources in the field using:

- Detailed note taking for entry on DPR Forms (see ***Appendix D***)
- Hand-held Garmin Global Positioning systems for mapping purposes
- Digital photographic overviews and photographs of all cultural resources (see ***Appendix D***).

5.1 Regulatory Compliance

California Public Resources Code 15064.5

CEQA calls for the evaluation and recordation of historic and archaeological resources within California Public Resources Code (PRC) Section 15064.5. Criteria for determining significance of impacts to cultural resources are based on Section 15064.5 of the CEQA Guidelines and Guidelines for the Nomination of Properties to the CRHR. Properties eligible for listing in the CRHR, and subject to review under CEQA, are those meeting the criteria for listing in the CRHR, or designation under a local ordinance. The following regulations are applicable to cultural resources that could be found in the APE:

California Code of Regulations Title 14 Subsection 15064.5 (a) is the CEQA section that generally defines historically significant cultural resources as any object, building, structure, site, area, place, record, or manuscript which is:

- A resource listed or eligible for listing by the State Historical Resources Commission, for listing in the CRHR;
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements section 5024.1(g), (listed as historical by local ordinance); and,
- A resource that a Lead Agency determines to be historically significant.

California Code of Regulations §15064.5 (a)(3) relating to impacts on historical resources pertains to environmental changes impacting any object, building, structure, site, area, place, record, or manuscript associated with:

- Events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- The lives of persons important in our past.
- The distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Resources which have yielded, or may be likely yield, information important in prehistory or history.

CEQA Statute (PRC Section 21083.2)

CEQA Section 21083.2 requires that the CEQA Lead Agency determine whether a project may have a significant effect on unique archaeological resources. A unique archaeological resource is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is demonstrable public interest in that information;
- Has a special or particular quality, such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources (PRC Section 5024.1(d)(1))

Properties that are listed in or eligible for listing in the NRHP pursuant to Section 106 of the NHPA are considered eligible for listing in the CRHR if they meet one or more of the NRHP criteria listed above and are of "historic age." The CRHR requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). Fifty years is normally considered sufficient time. In order that the evaluation remain valid for a minimum of five years, all resources older than 45 years are considered historic-age resources requiring evaluation for CRHR listing eligibility and CEQA significance. The CRHR also requires that a resource possess integrity, which is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 8100

Section 8100 of the California Health and Safety Code defines a cemetery as six or more human burials at one location. Disturbance of Native American cemeteries is a felony (Health and Safety Code Section 7052). Section 7050.5 of the Health and Safety Code requires that if human remains are found during construction or excavation, the activities be stopped until the county coroner can determine if the remains are Native American. If the remains are determined to be Native American, the coroner must then contact the Native American Heritage Commission, which has jurisdiction pursuant to PRC Section 5097.

City of Ontario Municipal Code

Historic Preservation: The City of Ontario Development Code Section 4.02.060. Historic Preservation and District Designation and Architectural Conservation Areas provides the following designation criteria for a property to qualify as a City Historic Landmark:

a) It exemplifies or reflects special elements of the City's history;
b) It is identified with persons or events significant in local, state, or national history;
c) It is representative of the work of a notable builder, designer, architect, or artist;
d) It embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
e) It is a noteworthy example of the use of indigenous materials or craftsmanship;
f) It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
g) It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City;
h) It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen; or
i) It has yielded, or is likely to yield, information important to the City's history or prehistory.

Local Historic District: A neighborhood or area listed as a historic resource may be designated a "Local Historic District" by Ontario if the neighborhood meets the criteria for listing in the National Register or the California Register, or it meets one or more of the following criteria:

a) It is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that contribute to each other and are unified by plan, style, or physical development, and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;
b) It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;
c) It is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
d) It is, or the contributing resources are, associated with the lives of persons important to the City, State or National history.

For cultural resources to be considered for evaluation for the above criteria. In addition to landmark and district designation criteria, historic resources must have integrity for the time in which they are significant. The period of significance is the date or span of time within which significant events transpired or when significant individuals made their important contributions. The term integrity means the authenticity of a historical resource's physical identity, as evidenced by the surviving characteristics or historic or prehistoric fabric that existed during the resource's period of significance including design, setting, materials and workmanship, location, feeling, and association.

Designated City of Ontario Historic Districts
The following areas are official historic districts that are recognized by the City of Ontario. Improvements within the boundaries of historic districts are subject to site plan review and approval by Ontario for compliance with local policies and codes that are established for preservation of historical resources:

Designated City of Ontario Euclid Avenue Historic District: Although Euclid Avenue comprises the central feature of this district, Euclid Avenue ROW is individually documented below as a Historical Property on the NRHR and CRHR and is subject to HPTMP requirements. The Euclid Avenue Historic District contains the portion of Euclid Avenue bounded by G Street on the South and I-10 on the north. The Project coincides with this district from G Street in the south to 4th street near Chaffey High School at the northern terminus. CDF of the district include the 60-foot-wide landscape median, parkway trees, scored sidewalks, granite cobblestone curbs, streetlights, and front yard setbacks and open space. This historic district includes 102 properties consisting of historic-age buildings of which 75 are contributors to the district.

Euclid Avenue: Euclid Avenue is an eight-mile-long, roughly 200-foot-wide street with two lanes of traffic in both directions within the APE. The northbound and southbound sides are divided by an approximate 60-foot-wide landscaped median. Rows of trees, mainly pepper trees and palms, were originally planted along much of its length. The segment of the street stretching from the railroad tracks just south of Transit Street northward to 4th Street (where the Project is located) was constructed between 1882 and 1884 under the supervision of George and William Chaffey. It has served as Ontario's main thoroughfare since that time and has garnered international praise as an early and exceptional example of landscape architecture and irrigation colony community planning.

Euclid Avenue remains a vital and celebrated route through the cities of Ontario and Upland. It was listed in both the NRHR and the CRHR on August 10, 2005, as occupying its current alignment between Philadelphia Street in Ontario and 24th Street in Upland (California Office of Historic Preservation 2020). It is also City of Ontario Designated Historic Landmark No. 67 (City of Ontario 2012). The segment of Euclid Avenue between G Street and I-10 is a contributor to the Designated Euclid Avenue Ontario Local Historic District, and the segment between G Street and the railroad overpass is a contributor to the proposed Downtown Ontario Local Historic District. Due to its listing on the NRHR, CRHR and its status as a district contributor on the local level, it qualifies as a historical resource under CEQA. Ontario has recently adopted the Euclid Avenue Historic Property

Treatment and Maintenance Plan within the Municipal Code to enforce requirements for maintenance and preservation of all character-defining features of Euclid Avenue.

Proposed City of Ontario Historical Districts
The following additional historic districts are under consideration by Ontario. These are not officially designated; however, these areas contain street trees and granite cobblestone curbs, both of which have been determined character defining features of designated districts elsewhere.

Potential Downtown West Addition Local Historic District: Ontario has depicted this potential district between West Flora Street on the north, West Vesta Street on the south, Vine Avenue on the east, and Beverly on the west. Along W. Flora Street between N. Vine Avenue on the east and at the western terminus, at James R. Bryant Park, the Project coincides with this potential district.

Proposed Downtown Historic District: Ontario has depicted this proposed district between N. Lemon Avenue on the east, N. Laurel Avenue on the west, W. G Street on the north, and the railroad overpass on the south. The Project coincides with this proposed district on Euclid Avenue from E. B Street in the south to the district's northern terminus at E. G Street. The Project also crosses this district on W. F Street from Euclid Avenue on the east to N. Laurel Avenue on the west. The Euclid Avenue Mule Car and Tracks (P-36-15983) is also located within this designated historic district.

Proposed Downtown West Historic District. Ontario has depicted this proposed district between N. Laurel Avenue on the east, N. Vine Avenue on the west, W. G Street on the north, and C Street on the south. The Project coincides with this proposed district on F Street between Laurel Avenue on the east and Vine Avenue on the west.

5.2 Existing Conditions

Background
George and William Chaffey purchased part of Rancho Cucamonga during the mid-1800's, after the Mexican government granted the 12,000-acre Rancho de Cucamonga to Tiburcio Tapia. During this time, Americans began to settle in the west in large numbers due to the Gold Rush and the Chaffey Brothers began to develop Etiwanda, where they tested their irrigation and town planning ideas. They constructed Euclid Avenue as the main thoroughfare and later, they purchased an additional 6,000 acres, which later became the City of Ontario.

Euclid Avenue: Euclid Avenue is listed on both the NRHR and the CRHR; it is also documented in The Ontario Plan as a resource of historical importance to Ontario. Additional standards for ongoing protection of Euclid Avenue and the "character defining features", CDF, together make the ROW historically significant, such as Heritage Trees, rose beds, historic-age structures, historical community structures, have recently been incorporated into Ontario's Municipal Code. Therefore, Euclid Avenue is considered a Historical Resource under CEQA and is protected as such in Ontario's Municipal Code. It was originally determined eligible for the NRHR on October 25, 1977, under Criterion C for being a "significant example of landscape architecture, community planning and as a transportation facility" (Smith and Wlodarski 1994). In April 2024 Ontario accepted the relinquishment of Euclid Avenue within city limits from Caltrans and now Ontario is responsible for maintenance of Euclid Avenue according to SOIS standards in perpetuity. Based on observations made during the field visit and substantial background research, BCR verified that Euclid Avenue remains intact within the APE for the Project. Under existing conditions, CDF are not continuous and are found throughout the APE. The following information was provided for resources within the Euclid Avenue ROW, P-36-15982 (Euclid Avenue); P-36-15983 (Historic Period Mule Car and Railroad Tracks); and P-36-16417 (Historic-Period Mission Road):

- **P-36-15982.** Euclid Avenue is an eight-mile-long, roughly 200-foot-wide street with two lanes of traffic in both directions (Alexander 2005; City of Ontario, CA 2022). The northbound and southbound sides are divided by a 60-foot-wide landscaped median. Rows of trees, mainly pepper trees and palms, were

originally planted along much of the length of Euclid AVenue. The segment of the street stretching from the railroad tracks just south of Transit Street northward to 24th Street (containing the Project) was constructed between 1882 and 1884 under the supervision of George and William Chaffey. It has served as Ontario's main thoroughfare since then and has garnered international praise as an early and exceptional example of landscape architecture and irrigation colony community planning. Today, it remains a vital and celebrated route through the cities of Ontario and Upland. Euclid Avenue is listed in the National Register and as such qualifies as a historical resource under CEQA.

- **P-36-15983.** The Euclid Avenue Mule Car and railroad tracks comprised a trolley car system that ran down the center of the street's median (Department of Parks and Recreation 1974; City of Ontario ca. 2020). It was first developed in 1887. Two trolly cars were used on it, each pulled by a single mule up the hill towards 24th Street. At the north end of the line, the mule would be loaded onto a trailer at the back of the car, and it would descend the hill to the south end of the track using gravity and a brake system. Electric trollies replaced the mule-powered ones in 1896. The line was completely removed sometime in the early to mid-twentieth century. A small museum featuring a reconstruction of one of the mule car trollies was placed in the Euclid Avenue median just south of its intersection with E. B Street (immediately west of the Project Alignment). This resource was listed as a California Point of Historical Interest in 1974 (Reg. No. SBr-033) but was subsequently found ineligible for the NRHP.
- **P-36-16417.** The San Bernardino-Sonora Road was a northern segment of the Emigrant Trail (Department of Parks and Recreation 1973). During the period between 1822 and 1827 priests from the San Gabriel Mission travelled the road on their way to the San Bernardino Asistencia. In 1827, Jedidiah Smith used the path to make his way out of southern California. Today, W. J Street is roughly in the location of the original road where it would have intersected with Euclid Avenue. However, no traces of it remain. Formal eligibility evaluation of the road has not taken place in the APE.

Euclid Avenue Historic District (4th Street to E. Holt Blvd.): The APE consists of paved or developed ROW. There are numerous CDF throughout the median and side parkways of the APE; these are depicted on ***Table 6: Project Components (APE)*** and in ***Figure 2A: Northern Portion Local Vicinity Map***. CDF in the APE include eight (8) trees along Euclid Avenue ROW that are in poor health as documented in the Tree Survey and Arborist Report (see ***Appendix D***). The Local Vicinity is fully developed with mixed-use, residential, commercial, and institutional properties. Historic resources are listed in ***Table 15: Cultural Resources Within One-half Mile of the Project Area***.

Proposed Downtown West Historic District (F Street):
Proposed Downtown Historic District: (Euclid Avenue between E. B Street and E. G Street. This district includes the F Street/Euclid Avenue intersection, and Mule Car and Tracks (P-36-15983)).

Records Search Data
Results from the records search indicate that 23 previous cultural resource studies have taken place, and 29 cultural resources have been identified within a half-mile radius of the Project, see ***Table 15: Cultural Resources within One-Half Mile of the Project Area*****.**

TABLE 15: CULTURAL RESOURCES WITHIN ONE-HALF MILE OF THE PROJECT AREA

USGS 7.5 Min Quad	Primary No.	Resource Description	Within Project	Studies Within One-Half Mile
Guasti (1981), Ontario (1981)	P-36-10330	Union Pacific Railroad	0.2 Miles S	SB-80, 295, 307, 324, 800, 2795, 2796, 3248, 3560, 4500, 4678*, 4683*, 5713, 5716, 5723*, 5874, 5976, 6929, 7075, 7300, 7301, 7732, 7886
	P-36-13230	Historic-Period Residence	0.3 Miles S	
	P-36-13231	Historic-Period Residence	0.3 Miles S	
	P-36-13232	Historic-Period Residence	0.4 Miles S	
	P-36-13233	Historic-Period Residence	Adjacent S	
	P-36-13234	Historic-Period Residence	0.1 Miles S	
	P-36-13235	Historic-Period Residence	Adjacent S	
	P-36-13236	Historic-Period Residence	0.35 Miles S	
	P-36-13237	Historic-Period Residence	Adjacent S	
	P-36-13238	Historic-Period Residence	0.1 Miles S	
	P-36-13239	Historic-Period Residence	Adjacent S	
	P-36-13240	Historic-Period Residence	0.1 Miles S	
	P-36-13241	Historic-Period Residence	0.2 Miles E	
	P-36-13242	Historic-Period Residence	0.3 Miles E	
	P-36-13243	Historic-Period Residence	0.25 Miles E	
	P-36-13244	Historic-Period Residence	0.45 Miles SE	
	P-36-15862	Historic-Period Dietz Garage	0.1 Miles SE	
	P-36-15980	Euclid Ave RR Properties	Adjacent to S Side	
	P-36-15980	Historic- Per. DeAnza Pk. Marker	0.2 Miles S	
	P-36-15982	Euclid Avenue*	--	
	P-36-15983	Historic-Period Mule Car and Railroad Tracks*	0.2 Miles S	
	P-36-16070	Chaffey High School Auditorium	0.1 Miles W	
	P-36-16074	Chaffey High School	Adjacent W	
	P-36-16083	Historic Period Somerset Hall	Adjacent SE	
	P-36-16223	Historic-Period Frankish Building	0.1 Miles S	
	P-36-16226	Historic-Period Ontario St. Bank	0.2 Miles S	
	P-36-16288	Historic-Period Post Office	0.2 Miles S	
	P-36-16381	St. George Catholic Church	0.2 Mile W	
	P-36-16417	Historic-Period Mission Road*	--	

Source: BCR Consulting, 2024
Notes: * Occurred Within the Project Area.

5.3 Project Impacts

The following Discussion is based on a Cultural Resources Assessment conducted by BCR Consulting LLC, dated on March 19, 2024 (see ***Appendix D***), which includes a cultural resources records search, a Sacred Lands File search, and intensive-level pedestrian cultural resources field surveys. David Brunzell M.A., R.P.A, acted as Principal Investigator, provided Project oversight, and authorized the technical report with contributions from BCR Consulting Staff Archeologist Doug Kazmier, B.A.; BCR Consulting Archeological Crew Chief Nicholas Sheptuk, B.A and Staff Archeologist George Brentner, B.A. South-Central Information Center (SCCIC) staff completed the cultural resources records search through its archive at California State University, Fullerton. Mr. Kazimer completed the field survey.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. Public Resources Code, Section 5024.1; 14 CCR 15064.5 provides a definition of historical resources, which is summarize as follows: (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.); (2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, "Local Register of Historical Resources" or identified as significant in an historical resource survey meeting the

requirements section 5024.1(g) of the Public Resources Code; and, (3) Any object, building, structure, site, area, place, record, or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California

Pursuant to PRC § 15064.5, designated historical resources within the APE include Site P-36-15983 (the historic-period Euclid Avenue Mule Car and Railroad Tracks) and P-36-16417 (the historic-period San Bernardino-Sonora Road), which are considered destroyed at locations that coincide with the Project; therefore, the Project will not impact these historical resources and there is no mitigation required for Site P-36-15983 (the historic-period Euclid Avenue Mule Car and Railroad Tracks) and P-36-16417 (the historic-period San Bernardino-Sonora Road) under CEQA.

Euclid Avenue ROW (P-36-15982) was identified as being intact within portions of the Project APE (Segment 1). The Project will require earthwork, tree removals/replacements, and trenching within proximity to CDF of Euclid Avenue ROW and will have potentially significant impacts during construction on P-36-15982 such as removal or damage to granite cobblestone curb and gutter adjacent to landscape median and parkways, Heritage Trees, scored-masonry sidewalks, vintage streetlights, and community structures in the median including the Bandstand, Women's Christian Union Temperance Drinking Fountain, Veterans Oblisk. The City-adopted HPTMP identifies requirements for protection and restoration of these specific CDF for Euclid Avenue ROW so that the overall historical integrity of this resource will be maintained in perpetuity. These requirements have been incorporated into the MMRP for the Project; therefore, impacts from construction will be less than significant with mitigation. The Project will support the long-term maintenance of CDF and the overall Euclid Avenue ROW as well as implement mitigation measures during construction so that impacts on Euclid Avenue are less than significant.

Areas of active construction that will be closest to the CDF in Segment 1 are where there is the highest potential for significant impacts. The construction activities that are associated with potentially significant impacts are trenching, tree removal, pipe construction, and earthwork that is closest to east of the Bandstand, on the east side of the median, near E. C Street, where a permanent connection between the recycled water system and the existing irrigation system will be made. Potentially significant impacts may also occur during Heritage Tree removals/replacements for Tree #337 and Tree #338 (median north of E. Holt Boulevard), Tree #365 (east side of the median north of E. E Street), Tree #379 (east side of the median, south of E. G Street) Tree #402, Tree #403, and Tree#405(east side of the median south of El Morado Court), Tree #408 (east side of the median south of H Street, and Tree #482 south of E. Granada Court in the easterly parkway of Euclid Avenue. The construction footprint for tree removals is estimated at 20-square-feet and may require temporary removal and replacement of curb, gutter and sidewalks. As construction occurs further away from sensitive resources, potentially significant impacts are reduced by distance and existing barriers. Significant temporary impacts within the Euclid Avenue median, in the north part of the Project between 4th Street and E. Holt Avenue (Segment 1), will be reduced to less than significant with mitigation from the MMRP for monitoring by the qualified arborist and archaeologist so that Euclid Avenue CDF are maintained pursuant to SOIS standards.

As a result of the above, the Project as proposed is not anticipated to result in a significant adverse effect to any historical resources.

MITIGATION:
MM CUL-01: Archeological Monitoring, MM CUL-02: Vibration Monitoring, MM CUL-03: Worker Environmental Awareness Training, and MM CUL-05: Protection and Restoration of Masonry and Structures, and MM CUL-06: Historic Restoration.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. Archaeological resources pursuant to § 15064.5 include cultural, historical, and Native American burials in archaeological sites, in addition to historic structures, that are considered important cultural resources. These resources require protection from disturbance, vandalism, or inadvertent destruction, all of which are considered potentially significant impacts.

The records search and field survey did not identify cultural resources within the APE for the Project, which has been previously disturbed, and the surfaces are completely covered by pavement and landscaping. The resources recorded during this study and the cultural resources identified in the surrounding area during the records search indicate sensitivity for buried cultural resources within soils underlying the Project. In addition, formal AB52 consultation for the Project resulted in identification of additional mitigation measures for protection, assessment for significance and treatment for cultural and tribal resources found during construction. The MMRP for the Project includes Mitigation Measures *MM CUL-01: Archeological and Cultural Resources Monitoring, MM CUL-03: Worker Environmental Awareness Training, MM CUL-04: Human Remains and Funerary Objects*, which will be implemented to ensure field personnel are educated on archaeological resources prior to ground disturbances, and an archeological monitor is present during ground disturbing activities so that earthworks do not cause significant impacts to archeological resources pursuant to Section 15064.5.

With the implementation of Mitigation Measures *MM CUL-01: Archeological Monitoring, MM CUL-03: Worker Environmental Awareness Training,* and *MM CUL-04: Human Remains and Funerary Objects*, less than significant impacts are anticipated.

MITIGATION:
MM CUL-01: Archeological Monitoring.
MM CUL-02: Vibration Monitoring.
MM CUL-03: Worker Environmental Awareness Training.
MM CUL-06: Human Remains and Funerary Objects.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. The Project Location has not been used as a cemetery; therefore, the likelihood of discovering human remains at the Project Location is relatively low. However, in the unlikely event that human remains are discovered during earthworks, Mitigation Measures MM CUL-04: Human Remains and CUL-06 Cultural Resource Discoveries shall be implemented by the Project contractor to result in less than significant impact.

MITIGATION:
MM CUL-04: Human Remains and Funerary Objects. If human remains are encountered during any project activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

6. ENERGY

6.1 Regulatory Compliance

California Energy Commission

The California Energy Commission (CEC) is a planning and policy agency responsible for forecasting future energy needs, promoting energy efficiency, maintaining energy data, developing energy technology, promoting renewable energies, and planning for energy emergencies throughout California. The Title 24 Building Energy Efficiency Standards were developed by the CEC and are updated periodically.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrians and bicycles.

- ***Renewable Portfolio Standard***
  California Renewable Portfolio Standard (RPS) was established in 2002 under Senate Bill 1078, requiring "investor-owned utilities, electric service providers, and community choice aggregators to increase use of renewable energy resources to 33 percent of total procurement by 2020" (The 2050 Ontario Plan EIR). The State's electricity grid is transitioning to renewable energy; and the three largest retail energy companies in California provide 43 percent of service from renewable sources.

Pavley (AB 1493) Regulations

California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the EPA from a portion of the federal Clean Air Act to allow the State to set more stringent tailpipe emission standards for CO2 and other GHG emissions from passenger vehicles and light duty trucks. The EPA approved the waiver on June 30, 2009.

City of Ontario Community Climate Action Plan

The City of Ontario adopted the Community Climate Action Plan (CCAP) on December 16th, 2014. The CCAP establishes goals and policies that help to reduce Greenhouse gas emissions from nine sectors including: "building energy, renewable energy, wastewater treatment, solid waste management, on-road transportation, off road equipment, agriculture, water and miscellaneous". The CCAP will guide Ontario toward an emission reduction goal of 30 percent below 2020 business as-usual levels as well as the 30 percent reduction goal for 2035 (The 2050 Ontario Plan, 2022). In addition, the City of Ontario utilizes the following assumptions for the City's energy analysis:

- **On-Road Fuel Use.** Fuel use is based on Origin-Destination Method VMT provided by Fehr & Peers (see Section 17, *Transportation*), and modeled using CARB's EMFAC2021 v.1.0.1 web database and calendar year 2021 (existing) and 2050 fuel usage rates. The VMT provided includes the full trip length for land use in Ontario (origin-destination approach) and a 50 percent reduction in the trip length for external-internal/ internal-external trips, consistent with the recommendations of CARB's Regional Targets Advisory Committee.
- **Energy (Natural Gas and Electricity).** Emissions associated with natural gas use for residential and nonresidential land use in Ontario were modeled based on data provided by SoCalGas, and electricity was modeled based on data provided by SCE for the CCAP (see Appendix A). The CCAP is based on year 2019 conditions because it more closely reflects Ontario's GHG targets, and the inventory reflects pre-pandemic conditions. Year 2050 forecasts are adjusted for increases in population and employment in Ontario.

6.2 Existing Conditions

Electricity within Ontario is provided by Southern California Edison (SCE). In 2020, SCE provided 103,597 gigawatt-hours to their entire service area (CEC 2022c). From this total, the City of Ontario's estimated electricity demand is approximately 1,558,836,470 kWh per year: Approximately 316,529,750 kWh per year for residential and 1,242,306,720 kWh per year for nonresidential (The 2050 Ontario Plan, 2022). In 2020, Southern California Edison's sources of energy were derived from "30.9 percent renewable, consisting mostly of solar and wind; 3.3. percent large hydroelectric; 15.2 percent natural gas; 8.4 percent natural gas; 8.4 percent nuclear; 0.3 percent other; and 42.0 percent unspecified sources- that is, not traceable to specific sources (CEC 2022d)[6]. The natural gas provider within the City of Ontario is Southern California Gas Company (SoCalGas). The gas company maintains transmission and distribution lines throughout Ontario to serve an estimated 43.1 million therms per year (The 2050 Ontario Plan, 2022).

6.3 Project Impacts

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

DISCUSSION OF EFFECTS:

Less than Significant Impact. Impacts to long-term electricity consumption would not occur since there will be no new connections to energy sources or generators with the Project. The Project will result in short-term, temporary energy consumption during construction, resulting in a single energy demand. Energy demand would fluctuate depending on the various construction activities; electric-powered construction equipment and lighting, would result in minimal electricity usage during construction activities. CARB's 2017 Emissions Factors Table **(*Table 16: 2017 Fuel Consumption Rate Factors*)** shows that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal and consume an estimated 186,342 gallons of diesel fuel. Since the Project is a "single event" diesel fuel demand would not require on-going of permanent commitment of diesel fuel resources for this purpose.

TABLE 16: FUEL CONSUMPTION RATE FACTORS (BHP-HR/GAL)

Category	Horsepower/ Application	Fuel Consumption
Non-Mobile Agricultural Engines	ALL	17.5
Locomotive	Line Haul and Passenger (Class I/II)	20.8
	Line Haul and Passenger (Class III)	18.2
Other	<750 hp	18.5
	≥ 750 hp	20.8

Source: CARB 2017

In addition, construction worker trips are anticipated to occur from light duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 25 percent/ 50 percent/ 25 percent, respectively, along area roadways[7]. Therefore, it is estimated that 102, 912 VMT construction worker trips will be generated, resulting in an estimated 3,956 gallons of fuel consumed. In addition, vendor and hauling during construction will generate an estimated 9,264 VMT; resulting in an estimated 2,111 gallons of fuel from medium to heavy duty vehicles with average fuel consumption of 7.75 mpg and 6.5 mpg from medium heavy-duty and heavy heavy-duty trucks (see ***Appendix A***, Ganddini, 2024).

[6] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100%.

[7] CalEEMod User's Guide Appendix A (April 2022) states that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light duty truck type 2 (LDT2) (Appendix A, Ganddini, 2024).

Energy demands of the Project would be accommodated within the context of available resources and energy delivery systems. The Project would not cause or result in the need for additional energy production or transmission facilities. Project activities will minimize impacts to electricity consumption during Project construction, through compliance with State, Federal, and local regulations (See Section 6.1 Regulatory Setting) that directly and indirectly reduce energy consumption as part of greenhouse gas reduction plans (See Section 8.3 Greenhouse Gas Emissions).

Diesel-powered off-road construction equipment would be required to comply with California Air Resources Board's (CARB) regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. These regulations require construction compliance with Best Available Control Technology requirements and minimization of nonessential idling during construction to promote fuel efficiency (The 2050 Ontario Plan).

The Project is included with the planned buildout of The Ontario Plan, Ontario's WMP, and GP EIR and would not result in permanent changes to land use or additional GHG emissions beyond what has been approved in The Ontario Plan. The Project will utilize energy efficient equipment and will implement BMP that will reduce idling pursuant to SCAQMD regulations for air quality; therefore, the Project is not anticipated to result in significant energy consumption and would not exceed what has already been evaluated and certified in the GP EIR. Less than significant impacts would result. The Project does not include any unusual characteristics or construction processes that would require the use of equipment that would be more energy intensive than comparable activities and is water supply infrastructure with no additional features that would require an increased energy demand. The energy demands of the Project are expected to be accommodated within the context of available resources and energy delivery systems.

As a result of the reasons listed above, the Project would result in less than significant environmental impacts and no Mitigation Measures are needed.

MITIGATION:
None required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Section 6.3, a). Plans for the Project indicate consistency with state and local plans for sustainability including the Ontario Community Climate Action Plan, since emissions are projected to be below Ontario's interim targets and the Project will help to conserve Ontario's potable water by converting existing irrigation systems to recycled water. See *Section 8. Greenhouse Gas Emissions*. Project compliance with the Pavley (AB 1493) regulations would be achieved via conformance with federal and state fuel efficiency standards throughout construction and long-term operation. The Project requires a minimal number of vehicle trips during operations; there will be no change in long-term maintenance or vehicle use. During the short-term, the contractor is required to comply with all applicable standards. In addition, the Project contractor must comply with the State's Renewable Energy Portfolio Standards for construction waste throughout construction activities.

The standard application of Ontario's plan review and inspection processes will result in compliance with state and local development standards implementing energy efficiency requirements. For these reasons, less than significant impacts are anticipated. No Mitigation Measures are needed.

MITIGATION:
None required.

7. GEOLOGY AND SOILS

7.1 Regulatory Compliance

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (PRC Section 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The California Department of Conservation defines Alquist- Prio Zones as "regulatory zones surrounding the surface traces of active faults in California" (DOC n.d.).

The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). Specifically, the Act requires structures intended for human occupancy to maintain a minimum distance of 50 feet from the fault line. It also defines criteria for identifying active faults, giving legal weight to terms such as active, and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones.

Under the Alquist-Priolo Act, faults are zoned and construction along or across them is regulated if they are active and "a fault is considered well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment.

California Building Code

The California Building Code (Title 24, Part 1) establishes regulations for building design and safety related to seismicity, materials and foundations which are implemented through the standard application of plan check and inspections for grading and building. Southern California is seismically active, and it is likely that the site would experience earthquake ground shaking within the life of the Project. Strong earthquake shaking is a hazard shared throughout the region and the direct risks posed to structures by ground shaking are mitigated through the structural design provisions of the California Building Code (CBC). The seismic design provisions of the 2010 CBC include a methodology by which sites are classified as A through F according to site-specific ground shaking effects.

California Environmental Quality Act (CEQA): Paleontological Resources

CEQA provides guidance relative to significant impacts on paleontological resources, indicating that a project will have a significant impact on paleontological resources if it disturbs or destroys a unique paleontological resources or site or unique geologic feature. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, California Penal Code Section 622.5 sets penalties for damage or removal of paleontological resources. CEQA documentation prepared for projects would be required to analyze paleontological resources as a condition of the CEQA process to disclose potential impacts. Please note that as of January 2018 paleontological resources are considered in the geological rather than cultural category.

City of Ontario

Projects within Ontario are required to comply to California Building Codes. The CBC has been incorporated into the Municipal Code as *Title 8, Chapter 1, Section 8-1.01: Adoption of Administrative Code*.

- Erosion Control and Sediment Control Plan Requirements
  Prior to the issuance of building permits, the City Engineering Department requires project plans include "Erosion Control and Sediment Control and Contractor Activity Notes" (The 2050 Ontario Plan). This procedure is enforced by City Staff during the plans check and inspection process to ensure projects prevent soil erosion and discharge of other construction-related pollutants that could contaminate state and local water resources. In addition, Ontario's plan check process requires applicants to display conformance with

applicable Best Management Practices (BMPs) like those recommended within the California Stormwater Quality Associations' Construction BMP Online Handbook (December 2019); and prepare a Stormwater Pollution Prevention Plan (SWPPP).

7.2 Existing Conditions

Geologic Composition

The Project is located within the Upper Santa Ana River Valley. Geologic units within this area are composed of alluvial fans formed by streams flowing out of the San Gabriel Mountains from the north and sediments less than 11,000 years old (Holocene), which have been deposited by water and wind (The 2050 Ontario Plan, 2022). According to *Figure 5.7-1 Geologic Map* within the GP EIR, the Project is underlain with Young Alluvial Fan Deposits. These deposits range from the Holocene to late Pleistocene period and consist of slightly to moderately consolidated deposits of brown to grayish silt, sand, and gravely sand with cobbles (The 2050 Ontario Plan EIR, 2022). The City of Ontario has a gentle slope of approximately 1 percent with elevations ranging from approximately 1,150 feet in the north and 640 feet in the south.

Seismic Activity: Seismic activity is common within the Southern California region. The Ontario Plan and GP EIR indicate no fault lines are within city limits. The closest active fault to the Project is the Red Hill-Etiwanda Avenue Fault, part of the Cucamonga fault zone, and the Cucamonga Fault, located approximately 5 and 11 miles north of the Project. The Red Hill-Etiwanda Avenue Fault, traverses east across the City of Upland, and the Cucamonga Fault, extends east-west along the southern perimeter of the San Gabriel Mountains to Lytle Creek in the east. Since both faults are part of the Cucamonga Fault zone, approximately 16 miles long along the southern front of the San Gabirel Mountains, these faults have potential maximum magnitudes of 6.9 (ECI 2006). The most recent earthquake near Ontario was a magnitude 5.4 earthquake in 2008, located approximately 6 miles southwest of city limits within Chino Hills.

Liquefaction: According to the Department of Conservation, CGS Seismic Hazards Program: Liquefaction Zones Map, the City of Ontario is not within a liquefaction zone. Liquefaction zones closest to the City of Ontario are approximately 16 miles west within the City of Pomona and foothills of Chino, Puente, and San Jose Hills.

Landslides: According to the California Department of Conservation, Landslide Inventory Map, city limits, and the Project Location are not located within an area prone to landslides.

7.3 Project Impacts

Responses in the following sections are based on the following technical reports prepared for the Project which outline the baseline conditions of geology and soil composition:

- **Appendix C**- Cultural Resources Assessment for UT1072 Downtown Recycled Water Pipeline Project, Ontario, San Bernadino County, CA, BCR Consulting, February 22,2024.
- **Appendix E**: Soils and Geotechnical Investigation, Euclid Avenue Downtown Recycled Water Pipeline Project, Ontario, San Bernardino County, California, prepared by NOVA Service on December 8, 2023

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.

DISCUSSION OF EFFECTS:

No Impact. The Project is not located within the boundaries of an Earthquake Fault Zone for fault rupture hazard defined by the Alquist-Priolo Earthquake Zoning Act of 1972, as indicated by research on California's Department

of Conservation, Geological Survey Website, reference (CGS Earthquake Zones (ca.gov) the closest faults are approximately 5 and 11 miles north from the Project. The Project does not propose habitable structures or additional permanent population.

For the reasons above, substantial unique threat associated with implementation of the Project would not occur. Project impacts are not anticipated to differ substantially from what is expected to occur at other properties in the Local Vicinity.

MITIGATION:
None required.

ii. Strong seismic ground shaking?

DISCUSSION OF EFFECTS:
Less than Significant Impact. All of California is subject to potential seismic activity, and areas within proximity of fault zones are subject to regulations minimizing risk associated with ground shaking. The Project is subject to ground shaking due to its geographic location and the state's overall susceptibility to earthquakes; there is nothing unique about the location of the Project that would make it susceptible to strong seismic ground shaking. The severity of shaking is dependent on proximity with active faults and estimated maximum ground acceleration of the fault. While potential for seismic ground shaking is relatively high due to the proximity of the Project to the nearest fault zone, being approximately 5 miles from the closest fault line. The Project is required to comply with seismic safety provisions for earth work which are incorporated into Chapter 10c-30 - Excavation and Grading as well as Engineering Standards for utility design and installations. Compliance with these regulations reduces potential hazards from ground shaking to less than significant levels. Therefore, impacts from seismic ground shaking are anticipated to be less than significant. No Mitigation Measures are needed.

MITIGATION:
None required.

iii. Seismic-related ground failure, including liquefaction?

DISCUSSION OF EFFECTS:
Less than Significant Impact. Liquefaction is not identified as a potential hazard within city limits based on groundwater levels being greater than 50 feet below ground surface; therefore, there will no impacts due to liquefaction. The incorporation of engineering design standards into plans for the Project and the standard application of Ontario's plan check and inspection process during construction will result in less than significant impacts related to seismic-related ground failure. Therefore, no Mitigation Measures are needed.

MITIGATION:
None required.

iv. Landslides?

DISCUSSION OF EFFECTS:
No Impact. The Project is not within an area prone to landslides according to the Department of Conservation. The Project is located on flat land and does not contain slopes that are significantly steep, which would cause concern for landslides. Project construction would involve open trenches, which would create temporary slopes subject to failure. However, deeper cuts are required to be temporary reinforced through means such as shoring pursuant to Ontario's Engineering Standards, Domestic Water / Recycled Water / Sewer Guidelines, the Greenbook Standard Specifications for Public Works Construction, as well as Cal OSHA standards, the California Division of Industrial Safety and California Building Code.

As a result, the Project would not result in substantial impacts due to landslides. No Impacts are anticipated, and no Mitigation Measures are needed.

MITIGATION:
None required.

b) Result in substantial soil erosion or the loss of topsoil?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. Project construction will require open cut trenching for the pipeline, which will temporarily disturb stable ground surface leaving soils susceptible to erosion during construction. Additionally, other processes such as truck traffic, equipment use, and materials handling and transport may also temporarily disrupt topsoil or result in airborne dust and erosion. Therefore, soil erosion and potential loss of some topsoil may occur during construction, especially during high winds and rains. As a result, the proposed Project will implement previously approved Mitigation Measures ***MM GEO-01: Uniform Building Code and California Building Code, MM GEO-02: Performance Standards, MM GEO-03: Stored Backfill, MM GEO-04: Excavated Areas, MM GEO-05: Disturbed Soils, and MM GEO-06: Open Trench,*** which will be written into the Project-specific specifications prior to Project approval. Mitigation Measures will require the Project to comply with Uniform Building Code (UBC) and California Building Code standards; performance standards for Risk Class I & II; specify requirements for stored backfill; proper compaction and backfill of excavated areas; and ensure fugitive dust control throughout Project construction.

The Project does not propose permanent changes to natural drainage patterns. Surfaces would return to existing stable conditions upon the completion of construction. Through the standard application of Ontario's plan check and review process, the City Engineer would ensure Project plans conform with Ontario's Engineering Standards for Domestic Water/Recycled Water/Sewer Guidelines and Greenbook Standard Specifications for Public Works Construction, as well as Ontario's water quality Environmental/NPDES Permit requirements for erosion and sediment control. As a result, no significant impacts are anticipated to occur from substantial soil erosion or loss of topsoil with the implementation of previously approved Mitigation Measures.

MITIGATION:
MM GEO-01: Uniform Building Code and California Building Code, MM GEO-02: Performance Standards, MM GEO-03: Stored Backfill, MM GEO-04: Excavated Areas, MM GEO-05: Disturbed Soils, GEO-06: Open Trench.

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?

DISCUSSION OF EFFECTS:
Less Than Significant Impact. See Discussion of Effects 5.7.3, a) through b). Geologic composition underlying the Project is comprised of alluvial fan deposits dating back to the Holocene age approximately 11,000 years ago. Alluvial soils generally consist of gravel, sands, silts, cobbles, and rocks which can be unstable. Through the standard application of Ontario's plan check and inspection process, the Project would comply with Ontario's Engineering Standards for Domestic Water /Recycled Water/Sewer Guidelines, the Greenbook Standard Specifications for Public Works Construction, resulting in less than significant impacts related to potential geologic hazards. These City standards require receipt of the Geotechnical Engineering Report prior to final plan approval by the City for the Project and would also require geotechnical observations and input throughout construction to verify compliance. Therefore, recommendations for shoring or sloping back trench sidewalls due to the sandy composition of alluvial fan deposits at the Project Location would be incorporated into the final Project pursuant to the standard application of Ontario's plan check process.

For these reasons, less than significant impact is anticipated from geologic units or soils that are unstable resulting in potential on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, no mitigation measures are needed.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
Less Than Significant Impact. The Project is proposed within an area with soils properties that are alluvial and non-expansive. The north part of the Project is underlain with surface soils that are primarily granular; the south part of the Project contains surface soils composed of silts, sandy silts, silty clays, which have very low expansion potential. The Project will be constructed within ROW consisting of previously disturbed surface soils and engineered fill. Additionally, construction activities would comply with standards for safety defined in Ontario's Engineering Standards and the Greenbook Standard Specifications for Public Works Projects, resulting less than significant impacts.

For the reasons above, Project impacts ae anticipated to be less than significant. No Mitigation Measures are needed.

MITIGATION:
None required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

DISCUSSION OF EFFECTS:
No Impact. Septic tanks or alternative wastewater disposal systems are not proposed with the Project. There are no existing septic tanks or alternative wastewater disposal systems within the APE or Local Vicinity. Therefore, no impacts are anticipated, and no Mitigation Measures are needed.

MITIGATION:
None required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

DISCUSSION OF EFFECTS:
Less than Significant Impact with Mitigation Incorporated. On March 5, 2024, a letter from the Western Science Center was received by the Cultural Resources investigator indicating that the geologic units underlying the Project are mapped as young alluvial deposits from the middle Holocene epoch (Morton, et al., 2003). Holocene alluvial units are of high preservation value, but the discovery of fossil materials within these soils are unlikely since deposits are of relatively modern dates. The depth of cuts and earthwork will increase the likelihood of reaching Pleistocene alluvial sediments and paleontological resources. The Western Science Center does not have localities within the APE for the Project or within the Local Vicinity within a 1- or 2-mile radius of the Project. Therefore, according to the Western Science Center, while the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods, the material would be scientifically significant.

Since the Project proposes to excavate within the City ROW within areas of previous disturbance, excavation earthwork associated with Project implementation is unlikely to be paleontologically sensitive. However, throughout Project construction precautions will be taken pursuant to Mitigation Measure ***MM CUL-03: Worker Environmental Awareness Training***. This Mitigation Measure will ensure that workers are properly trained prior to earthworks or Project activities. In the unlikely event that paleontological resources are found during earthwork, the contractor will implement ***MM PALEO-01*** which requires construction within the area surrounding the find to be halted until the City's Archaeologist can examine the find and consult with qualified paleontologists from the San Diego Natural History Museum who will be on call for the Project to determine proper treatments.

As a result, less than significant impacts to paleontological resources or unique geologic features are anticipated with the implementation of Mitigation Measure MM CUL-03: Worker Environmental Awareness Training.

MITIGATION:
MM CUL-03: Worker Environmental Awareness Training in Section 5. Cultural Resources.
MM PALEO-01: Buried Paleontological Resources.

8. GREENHOUSE GAS EMISSIONS

8.1 Regulatory Compliance

Greenhouse Gas Emissions (GHGs) are thought to be caused by emissions from human activities, air temperature, and mixing of specific chemicals within the atmosphere. Chemicals known to result in GHG include water vapor, carbon dioxide (CO2), methane (CH4), nitrogen oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6) (State Guidelines, Section (State CEQA Guidelines, Section 15364.5 and Health and Safety Code, Section 38505(g)). GHGs in the atmosphere enhance the Greenhouse Gas Effect, resulting trapped heat within Earth's atmosphere leading to the continual warming of the Earth's climate. According to the 2007 IPCC Report, global temperatures are anticipated to increase by approximately 0.2 degrees Celsius per decade (IPCC 2007).

Due to the impacts greenhouse gas emissions have on the planet, Senate Bill (SB) 97 was signed into legislation in 2007. SB 97 required CEQA documents prepare feasible mitigation of greenhouse gas emissions and evaluate potential effects.

U.S. Environmental Protection Agency

The federal government administers a wide array of public-private partnerships to reduce the GHG emissions generated in the United States. The U.S. EPA is responsible for implementing federal policies and programs to address GHG, which primarily focus on energy efficiency, renewable energy, methane and other non-CO2 gases, agricultural practices, and implementation of technologies to achieve emissions reductions.

Senate Bill (SB) 32

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide phased emission cap starting in 2012.

CARB

Scoping Plan

The CARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

City of Ontario Community Climate Action Plan

The City of Ontario adopted the Community Climate Action Plan (CCAP) on December 16th, 2014. The CCAP establishes goals and policies to reduce GHG emissions from nine sectors including: "building energy, renewable energy, wastewater treatment, solid waste management, on-road transportation, off road equipment, agriculture, water and miscellaneous". Ontario adopted the 2022 CCAP with citywide GHG emission reduction targets of 40 percent below 1990 levels of emissions by 2030 and 80 percent below 1990 levels of emissions by 2050. Ontario's targets are consistent with State laws in effect at the time of the adoption, including SB 32. The CCAP requires GHG reductions locally that complement State and international efforts of stabilizing climate change. The CCAP contains the following components that fulfill cumulative mitigation for GHG emissions:

- The CCAP provides a community wide GHG emission reduction target to substantially lessen the cumulative impact;
- The CCAP provides measures that new development projects must follow to meet Ontario's reduction target and substantially lessen the cumulative impact;
- The CCAP provides a set of GHG emissions inventories that provides quantitative facts and analysis of how the measures within the CCAP meet the reduction target that substantially lessens the cumulative impacts;
- The CCAP provides an implementation, monitoring and update program to ensure that the reduction target is met.

According to Ontario's CCAP, the installation of a recycled water pipeline to irrigate residential and open spaces helps the City to achieve water conservation and reduce GHG emissions pursuant to *Reduction Measure PS W1: Residential Water Conservation* and *Reduction Measure PS W2: Commercial/ Industrial Water Conservation*.

8.2 Existing Conditions

GHG emissions are attributed to sources including industrial/manufacturing, agriculture, utilities, transportation, and residential land use. A large percentage of the State's GHG emissions come from transportation, approximately 41 percent followed by energy generation. However, water and wastewater services only account for 4% of all electricity consumption nationally and 6.9% of all electricity in California.

Within the City of Ontario, GHG emissions from transportation make up 55 percent of Ontario's GHG emissions inventory. See ***Table 17: Existing City of Ontario GHG Emissions Inventory*** below.

TABLE 17: EXISTING CITY OF ONTARIO GHG EMISSIONS INVENTORY

Sector	Existing MTCO2e/year	Percent of Total
Residential Energ[3]	155,030	9%
Nonresidential Energy[3]	395,780	23%
Transportation [4]	934,590	55%
Solid Waste[5]	83,400	5%
Water and Wastewater[6]	20,250	1%
Agriculture[7]	48,540	3%
Off-Road Equipment[8]	65,480	4%
Land Use and Sequestration[9]	660	<1%
Total	1,703,730	100%

Source: The 2050 Ontario Plan EIR, 2022.

Notes: **Appendix F** of the 2050 Ontario Plan EIR

(1) The CCAP is based on year 2019 conditions because it more closely reflects Ontario's GHG targets, and the inventory reflects pracademic conditions.

(2) The GHG emissions inventory was compiled using the following protocols.

a. **U.S. Community Protocol.** The community wide GHG inventory uses the *United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* (U.S. Community Protocol), which was first developed in 2012 and last updated in 2019.

b. **Global Protocol.** The *Global Protocol for Community-Scale Greenhouse Gas Inventories* (Global Protocol) was first developed in 2014 and is intended for preparing international-community-scale GHG inventories. It is largely consistent with the U.S. Community Protocol, although it contains additional guidance and resources to support a wider range of activities in other countries. This protocol is used to assess GHG emissions from sources that are not covered in the U.S. Community Protocol.

(3) **Energy** includes GHG emissions attributed to the use of electricity and natural gas in residential and nonresidential buildings.

(4) **On-Road Transportation** includes GHG emissions created by driving on-road vehicles, including passenger and freight vehicles.

(5) **Solid Waste** includes the GHG emissions released from trash collected in Ontario.

(6) **Water and Wastewater** accounts for the electricity used to transport every gallon of water or wastewater to city residents and businesses as well as direct emissions resulting from processing of wastewater material.

(7) **Agriculture** includes GHG emissions from various agricultural activities, including agricultural equipment, crop cultivation and harvesting, and livestock operations.

(8) **Off-Road Equipment** includes GHG emissions from equipment that does not provide on-road transportation (excluding agricultural equipment), such as equipment for construction or landscape maintenance.

(9) **Land Use and Sequestration** includes GHG emissions absorbed and stored in trees and soils on locally controlled lands as part of healthy ecosystems and released into the atmosphere from development of previously undeveloped land.

8.3 Project Impacts

The Discussion of Effects within this section are based on ***Appendix A***- Air Quality, Global Climate Change, and Energy Impact Analysis for the UT1072 Downtown Recycled Water Pipeline Project dated February 1, 2024, conducted by Ganddini. Results from the study are based on modeling from CalEEMod Version 2022.1.1.21, which was used to calculate the GHG emissions from the construction of the proposed Project. The construction-related GHG emissions were included in the analysis and were based on a 30-year amortization rate.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

DISCUSSION OF EFFECTS:

Less than Significant Impact. The proposed Project has the potential to generate GHG emissions during construction from mobile sources and construction equipment. However, the Project will not increase maintenance requirements or result in additional staffing needs for long-term operation and maintenance; no additional trips for routine maintenance would be needed because the Project will install new recycled water mains within the same geographic area as the existing potable water system to convert existing irrigation systems to recycled water. The Project will not install new equipment. Therefore, additional long-term emissions associated with the operation of the proposed Project would be negligible and sourced from a minimal number of vehicle trips associated with routine Project maintenance. Therefore, long-term maintenance of the proposed Project is not anticipated to differ substantially from existing conditions.

Based on the parameters above, GHG emissions were calculated for the Project. Calculations without credit for any reductions from sustainable design, and/or regulatory requirements are anticipated to be 39.93 MTCO2e (amortized over 30-years) for Project construction. See ***Table 18: Project-Related Greenhouse Gas Emissions*** below. At a level of 39.93 MTCO2e per year, the Project emissions do not exceed the SCAQMD draft GHG emissions threshold of 3,000 MTCO2e per year for all land uses; therefore, the impacts from GHG are less than significant.

TABLE 18: PROJECT-RELATED GREENHOUSE GAS EMISSIONS

	Greenhouse Gas Emissions (Metric Tons/Year)					
Category	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Construction Emissions[1, 2]	0.00	39.77	39.77	0.00	0.00	39.93
Total Emissions	0.00	39.77	39.77	0.00	0.00	39.93
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No

Source: Appendix A- Air Quality, Greenhouse Gas, Energy Technical Memorandum, Ganddini 2024.
Notes: CalEEMod Version 2022.1.1.14
(1) Construction GHG emissions CO2e based on a 30-year amortization rate.
(2) The Proposed Project is the installation of a new recycled water pipeline. Therefore, operation of the Proposed Project includes only a minimal number of monthly workers in order to conduct routine inspections and ensure proper long-term maintenance. As operational emissions are anticipated to be negligible and only from monthly maintenance vehicle trips, only construction related GHG emissions have been included in this analysis.

MITIGATION:

None required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

DISCUSSION OF EFFECTS:

Less than Significant Impact. See Section 8.3, Discussion of Effects a) above. At a level of 39.93 MTCO2e per year, the Project's GHG emissions would follow the reduction goals of the CARB Scoping Plan, AB-32 and SB-32, which state GHG emissions must be equivalent to statewide levels in 1990 by 2020. Since the Project meets

interim emissions targets/ thresholds established by SCAQMD, the Project would be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the Project will comply with applicable City of Ontario's policies regarding sustainability (as dictated by The Ontario Plan). Most of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project will be required to comply with these regulations as they come into effect. Examples of these efforts may include upgrading City vehicle fleets to electric or fuel-efficient options, purchasing greener products, and establish more sustainable codes, etc. (CARB, 2017).

Given the Project's consistency with the CARB Scoping Plan, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Given this consistency, it is concluded that the Project's incremental contribution to GHG would result in less than significant impacts on climate change, and the Project would have cumulative impacts.

Impacts are less than significant; no Mitigation Measures are needed.

MITIGATION:
None required.

9. HAZARDS AND HAZARDOUS MATERIALS

9.1 Regulatory Compliance

Materials are considered hazardous if they are on a list of hazardous materials prepared by federal, state or local agencies. The material must also have characteristics defined by such agencies that make the material hazardous. Regulations establish exposure limits for safety and human health. Exposure to hazardous materials exceeding these limits can result in potential health effects depending on the extent of exposure and individual susceptibility.

Hazardous materials are utilized frequently throughout the City of Ontario for residential, commercial, industrial, and agricultural purposes. However, regulations are set forth by the agencies including the Environmental Protection Agency (EPA), CAL-OSHA, and Department of Toxic Substances Control (DTSC), to ensure the proper handling, storage, disposal, and transport of hazardous materials are implemented to protect public and environmental health. These agencies oversee remediation measures regarding air, water, worker safety, and production of hazardous materials pursuant to environmental protection laws including Clear Air Act, Clean Water Act, Porter Cologne Water Quality Act, Resource Conservation and Recovery Act, Title 22 of the California Code of Regulations, Health and Safety Code, and California Occupational Safety and Health Act of 1973.

U.S. Environmental Protection Agency (EPA)

The EPA provides federal regulations regarding adequate hazardous waste management. The EPA was given authority by Congress to develop the Resource Conservation and Recovery (RCRA) program through the RCRA Act. The Act created the framework for proper management of hazardous and non-hazardous solid waste. Under RCRA, the EPA regulates hazardous waste from generation to disposal, referred to as “cradle to grave.”

Over the years, the EPA has led several hazardous waste initiatives to meet growing challenges that come with hazardous waste management. The EPA has created standards, exclusions, and exemptions for certain types of waste including Universal Waste, Household Hazardous Waste, Pharmaceutical hazardous waste, etc.

California Department of Toxic Substances Control (DTSC)

California Department of Toxic Substances Control (DTSC) has primary responsibility for regulating hazardous materials in California under authority of Resource Conservation and Recovery Act and the California Health and Safety Code and California Hazardous Waste Control Law. Other entities with responsibility for hazardous materials regulation include:

- Regional Water Quality Control Board – under authority of the Porter Cologne Water Quality Control Act of 1969
- California Department of Pesticide Regulations, Department of Food and Agriculture, and the Department of Public Health – under authority of California Code of Regulations Title 3 and Title 22
- California Department of Industrial Relations, Division of OSHA – under authority of California Code of Regulations Title 8
- California Air Toxic “Hot Spots” (AB 2588) Program – under authority of the California Safety Code

In addition to various regulations, the DTSC also provides an Emergency Response Unit (ERU). The ERU is in place to issue “statewide response to actual and potential released of hazardous substances that pose an acute threat to public health and/ or the environment” (DTSC 2022).

California Division of Occupational Safety and Health (CAL-OSHA)

CAL-OSHA enforces worker safety requirements, which contains standards specifically for hazardous waste operations, emergency response, safety, and preparedness. CAL-OSHA standards must be implemented during general industry and construction activities.

Santa Ana RWQCB (Region# 8)

Santa Ana RWQCB, Region #8, encompasses approximately 3,000 square miles containing a population of nearly five (5) million people. The RWQCB aims to meet and exceed water quality standards and regulations to ensure public and environmental health. The Regional Board enforces water quality plans to comply with Water Quality laws and sustain long-term water supplies within the state.

The Regional Water Quality Board has created a tool called "GeoTracker" to identify sites that impact or have the potential to impact, water quality within California. GeoTracker contains records for unregulated and regulated facilities that include: "Irrigated Lands, Oil and Gas Production, operating Permitted Underground Storage Tanks (USTs) and Land Disposal Sites" (CA Water Boards 2023).

Certified Unified Program Agency (CUPA)

The CUPA is a program that consolidates the administrative requirements, permit, inspections, and enforcement activities of six environmental and emergency response programs. California Environmental Protection Agency and other state agencies set the standards for the Program, while local governments enforce their standards via CUPAs. San Bernadino County Fire Department manages CUPA within San Bernadino County. The CUPA program is "designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout San Bernadino County" (SBFPD 2023). This department administers/ oversees the Hazardous Material Business Plan, California Accidental Release Prevention (Cal-ARP), Aboveground Petroleum Storage Act, Hazardous Waste Generator, Hazardous Waste Onsite Treatment (Tiered Permitting) and Underground Storage Tank program.

San Bernadino

Hazardous Waste Management Plan (HWMP): The County adopted a Hazardous Waste Management Plan in 1990, in response to Assembly Bill 2948 (Chapter 1504, Statues of 1986). The HWMP serves as the primary planning document for programs and best management practices/ procedures for handling, transporting, and disposing of hazardous materials within the County. It is a standard practice for the San Bernadino County Fire Protection District Hazardous Management District to manage hazardous materials within the County based on the HWMP (The 2050 Ontario Plan, 2022).

Office of Emergency Services: The Office of Emergency Services is a division of the San Bernadino County Fire Protection District. This division is responsible for emergency preparedness and emergency services coordination throughout San Bernadino County. The division manages and operates the Emergency Operations Center (EOC); deploys preselected and trained personnel for complex disasters or incidents; and assists parts of unincorporated San Bernadino County by assigning OES personnel to manage local planning goals and needs (The 2050 Ontario Plan EIR).

The City of Ontario

Local-Hazard Mitigation Plan: The Local Hazard Mitigation Plan (LHMP) was adopted in 2018 and has since been utilized to reduce and eliminate loss of life and property due to natural disasters or hazards within Ontario. The LHMP is comprised of four main sections:

(1) Summary of the natural and human caused hazards that pose a risk to our community. Includes descriptions of past disaster events and the chances of these disasters occurring in the future.
(2) Assessment of the threat to Ontario. This section describes how Ontario's community is vulnerable to future disasters. The plan will look at the threat to important buildings and infrastructure, such as police and fire stations, hospitals, roads, and utility lines. In addition, it will look at the threat to community members, particularly vulnerable populations.

(3) A hazard mitigation strategy. The following strategy lays out specific policy recommendations for Ontario to carry out over the next five years. These recommendations will help reduce the threat that our community faces from hazard events.
(4) Maintaining the Plan. This section will help to ensure that Ontario's LHMP is kept up to date. This will make it easier for Ontario to continue to proactively protect residence and will also keep Ontario eligible for additional funding. (City of Ontario Local Hazard Mitigation Plan (LHMP), 2018).

Emergency Preparedness Guide: Ontario's Emergency Preparedness Guide was created by Ontario's Emergency Management Division and adopted in November 2020. The Emergency Preparedness Guide ensures that the Ontario and its residents maintain a high level of preparedness for disasters. The guide outlines how residents can develop their own emergency plan, kit, and responsiveness for each disaster anticipated within city limits ranging from Disease Outbreaks to Earthquakes.

9.2 Existing Conditions

Due to industrial uses near the Ontario Airport and agricultural land uses south of Riverside drive, the transport of hazardous materials along regional and local roadways are a common occurrence. In addition to emergency services departments, Ontario employs full-time maintenance staff to maintain the ROW and related facilities to ensure that broken irrigation systems, standing water, discarded items, hazardous materials, and other hazardous conditions are remediated promptly. Potential natural hazards within city limits include soil instability, flooding, wildland and urban fires. Geological and soil hazards are discussed in Section 9. Geology and Soils. Human-induced hazards include hazardous materials and waste associated with potentially toxic substances are addressed in this section. The presence of all hazards within Ontario are mitigated utilizing the procedures detailed in the San Bernadino Hazardous Waste Management Plan, the City of Ontario Local Hazardous Mitigation Plan, City's Preparedness Guide, Standard Specifications, Ontario's Engineering Standards, and Municipal Code and City planning documents including The Ontario Plan, Drainage Master Plan, and Water Master Plan.

According to GeoTracker, a website maintained by the State Water Quality Control Board and EnviroStor website, maintained by the DTSC, there are no active environmental hazards within the limits of proposed construction for the Project (South Portion and North Portion). The closest active Clean Up Site is a LUST Cleanup Site located approximately 12 miles southwest of the Project's proposed BPS Site, located at 2500 Garey Avenue, Pomona, CA 91766. The site was contaminated by gasoline and is being monitored by Los Angeles County via six (6) groundwater monitoring wells.

9.3 Project Impacts

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

DISCUSSION OF EFFECTS:

Less than Significant Impact. As referenced in Section 9.2 Existing conditions, the closest active LUST Cleanup Site is located approximately 12 miles downgradient from the Project Location; therefore, no impact is anticipated as a result. Project construction will involve the use of heavy equipment and chemicals including the transport of diesel fuel for construction equipment to and from the Project. Due to these anticipated practices, the Project will conform with programs and regulations for temporary hazardous materials storage, handling, and transport during construction. The contractor will coordinate construction activities with City and County Fire Departments; this includes development of a manifest of potentially hazardous materials and an approved plan pursuant to the City of Ontario's Emergency Preparedness Guide and Local Hazard Mitigation Plan for proper containment of the materials during Project construction. The Project contractor will also implement Cal-OSHA requirements for workers safety and conduct regular site inspections.

As a result of the reasons above, less than significant impacts related to a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No Mitigation Measures are needed.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Section 9.3, Discussion of Effects a). The handling, use, and disposal of hazardous materials during Project construction is regulated through the standard application and compliance with the City and County Municipal Codes and contractor compliance with CAL-OSHA State standards. Compliance is the responsibility of the contractor during construction. Ontario's plan check and inspection process provide standard procedures for City verification that hazardous materials management procedures, which are appropriate for the site conditions and the Project, are reflected in the construction documents for the Project and that these management procedures are appropriately implemented throughout construction. As a result, impacts during construction of the Project are less than significant.

MITIGATION:
None required.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. See Section 9.3, Discussion of Effects a) and b). There are three (3) schools within one-quarter mile distance from the proposed location of the Project. The closest schools to the Project include Chaffey High School, approximately 200 feet west from 4th Street & Euclid Avenue, located within Chaffey Join Union High School District; St. George Parish School, approximately 50 feet north of D Street & N. Vine Ave., located in the Ontario-Montclair School District; and Levi H. Dickey Elementary School, approximately 800 feet north of Riverside Drive & S. Parco Ave., located in the Chino Valley Unified School District.

Operations of the proposed Project do not anticipate the long-term use or emission of hazardous materials, substances, or waste. However, during temporary, intermittent Project construction, hazardous materials will be used and stored within one-quarter mile distance from schools. As a result, prior to the start of Project activities coordination with local school districts shall occur and a hazardous materials manifest and plan shall be implemented pursuant to mitigation measure ***MM HAZ-01: Coordination with Local School Districts and MM HAZ-02: Hazards and Hazardous Materials Manifest and Plan***.

The standard application of City's plan check and inspections as well as applicable reviews for permit issuance will verify that design, construction, and long-term operation of the Project is aligned with Ontario's Municipal Code and applicable state and federal standards. The standard application of Ontario's plan check and inspection process will ensure best management practices and regulations regarding the transport, handling, and storage of hazardous materials are implemented to reduce the potential for release that would impact these schools to less than significant levels. As a result, the implementation of mitigation measures and compliance with the

standard application of Ontario's plan check and inspection process for the Project will sufficiently reduce impacts on nearby schools from potentially hazardous materials.

Therefore, for reasons stated above, significant hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school are considered less than significant with mitigation incorporated.

MITIGATION:
MM HAZ-01: Coordination with Local School District and MM HAZ-02: Hazards and Hazardous Materials Manifest and Plan.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

DISCUSSION OF EFFECTS:
No Impact. Government Code section 65962.5 is an updated list of Hazardous Waste Substances, also referred to as the Cortese List. The California Department of Toxic Substances Control Publishes the list as the EnviroStor Website (DTSC Cortese List 2022).

Based on a preliminary search on the EnviroStor Website, utilizing the City name, Zip Code, and County, three results were found. None of the results were located at the Project Site or at adjacent land use addresses. Since the Project is not within an area included on the Cortese List of sites that have known or potential contamination and is not located where facilities are permitted to treat, store, or dispose of hazardous waste, no impacts are anticipated with the Project regarding Government Code section 65962.5. For this reason, mitigation measures are not required.

MITIGATION:
None required.

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?*

DISCUSSION OF EFFECTS:
No Impact. See Section 9.3, Discussion of Effects a) through d). The closest airports to the Project are Ontario International Airport (ONT), approximately 1.6 miles southeast of the Northern Portion of the Project Alignment, and Chino Airport, approximately 4 miles from the Southern Portion of the Project Alignment at Riverside Drive and Euclid Avenue intersection. According to *Figure 5.9-2: Airport Safety Zones*, the Project is not within airport safety zones for either airport. The Northern Portion of the Project is mostly within the 60-65 dBA and 65-70 dBA noise contours of Ontario Airport (The Ontario Plan, *Figure 5.13-3: Airport Noise Contours, 2022*).

The Project does not propose to increase housing or density that has the potential to conflict with the adopted Airport Land Use Compatibility Plan. Construction will result in a small, temporary and intermittent short-term increase in daytime population within segments of active construction. Over the long term, Project components will remain entirely underground and will not interfere with long-term use of ONT or Chino Airport. The proposed Project would implement improvements previously approved and considered within The Ontario Plan and Recycled Water Master Plan; and conflicts with the adopted ALUCP are not anticipated.

As a result, the Project is not anticipated to result in a safety hazard or excessive noise for people residing or working in the Project area.

MITIGATION:
None required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. See Section 9.3, Discussion of Effects a) through f) above. Ontario has designated evacuation routes at major arterials and regional transportation routes within city limits. According to *Figure 5.17-5: Evacuation Routes* and Ontario's Local Hazard Mitigation Plan (LHMP), Euclid Avenue, W. F Street, N. Vine Avenue, and E. Riverside Drive are designated evacuation routes.

Access within the APE during construction will implement temporary detours accommodating the construction schedule and construction activities for the prject according to an approved traffic control plan. Since portions of the Project (Northern and Southern) are designated evacuation routes, the traffic control plan, that is required for construction within city streets, has been incorporated into the MMRP as Mitigation Measure ***MM TRAF-01: Traffic Control Plan*** must accommodate emergency accessibility throughout construction. Plan check review involving coordination between the Ontario Fire, Engineering, and Planning Departments and local public services and utilities purveyors, is required for the Project as Mitigation Measure ***MM PUB-01: Coordination with Local Agencies*** so that Traffic Control would for short-term Project activities follow state and local emergency accessibility guidelines. Upon the competition of Project construction, the streets will be returned to pre-project conditions. Permanent impacts would not occur, since Project components consist of underground utilities within the public streets, city parks, and open space that do not involve long-term impairments to emergency routes or plans. The Project would comply with policies outlined within Ontario's Safety Element which are listed in ***Table 19: City of Ontario General Plan Safety Element Policies***.

TABLE 19: CITY OF ONTARIO GENERAL PLAN SAFETY ELEMENT POLICIES

Safety Element	
City of Ontario General Plan	Project Consistency
S-3.4: Special Team Services. We maintain effective special rescue services.	Through the plan check and review process for the proposed Project, Ontario's Fire Department would provide input to ensure that effective special rescue services are maintained throughout Project construction activities at the Project Locations and adjacent land uses.
S-6.2: Response to Hazardous Materials Releases. We respond to hazardous materials incidents and coordinate these services with other jurisdictions.	The proposed Project does not anticipate utilizing hazardous materials throughout Project construction. However, as mentioned above, the Project would provide a hazardous materials manifest to the City and Fire Department pursuant to Mitigation Measure MM HAZ-02: Hazardous Materials Manifest and Plan. The manifest would ensure appropriate emergency response is planned for according to the hazardous materials are utilized throughout Project construction.

Source: City of Ontario, 2022.

For these reasons, the proposed Project would not impact implementation of or physically interfere with an adopted emergency response plan due to the implementation of Mitigation Measure **MM TRAF-01: Traffic Control Plan.** Therefore, less than significant impacts are anticipated.

MITIGATION:
MM TRAF-01: Traffic Control Plan and MM PUB-01: Coordination with Local Agencies and Neighborhoods.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

DISCUSSION OF EFFECTS:

Less than Significant Impact. See Discussion of Effects 5.9.3 a) through f). Project implementation will not result in significant changes in the number of people or new structures above ground surface within the APE due to the scope of the Project. According to CALFIRE Fire Hazard Severity Zone Viewer, the Project Locations are not within areas prone to fire hazards. The Project Locations are within urban, developed areas of Ontario's downtown mixed-use district and residential, planned areas for future development. During construction, the Project will implement an approved traffic control plan according to the MMRP for the Project to facilitate emergency response and evacuation throughout the APE. The Project will permanently improve Ontario's recycled water system, making more potable water available to serve urban uses, including firefighting. The Project is consistent with The Ontario Plan, the California Fire Code, County of San Bernadino Multi-Jurisdiction Hazard Management Plan, Ontario's LHMP, and the Ontario Fire Department guidelines.

Therefore, the Project would not result in significant changes that would expose people or structures, directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Less than significant impacts are anticipated; therefore, no Mitigation Measures are needed.

MITIGATION:

None required.

10. HYDROLOGY AND WATER QUALITY

10.1 Regulatory Compliance

The Clean Water Act (CWA)

U.S. EPA oversees the CWA to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Regulatory authority for water quality involves monitoring and pollutant source control to minimize pollutant discharges into surface waters. Authority for CWA implementation has been assigned to the United States Army Corps of Engineers (Corps), the State Water Quality Control Board, Regional Water Quality Control Boards (RWQCB), County of San Bernadino, and City of Ontario. The CWA is an important instrument for water quality management and is the foundation of various regulatory and non-regulatory programs (education, outreach, voluntary efforts, partnerships with stakeholders, etc.). Regulated waterways under the CWA include lakes, streams, creeks, rivers as well as groundwater and recharge basins. The CWA contains several provisions protecting water quality, including Sections 303(c)(2)(B), 303(d), 305(b), 401, 402(p), and 404, and the Toxics Rule:

- **Section 303(c)(2)(B)** establishes water quality standards and designated beneficial uses within various water bodies (e.g., drinking water, recreation, biological preservation, etc.). This Section of the CWA requires the State to review and update standards for designated uses.

- **Section 303(d)** of the Clean Water Act pertains to impaired surface waters. The State is required to publish a list of water bodies that are impaired due to levels of pollutants exceeding water quality criteria. The list provides information about a waterbody's location and size, beneficial use classification, and the sources and causes of impairments. The list is used to develop NPDES programs with targeted requirements for appropriate pollution source control that are needed to achieve healthful levels of Total Maximum Daily Loads (TMDLs) as a maximum threshold of pollutants allowed within a waterbody. The 303 (d) list reports the results of ongoing water quality testing and monitoring.

- **Section 401** gives the State the authority to issue water quality certifications for activities that may discharge into surface waters. Federal Permits, construction/operation of large facilities by an individual permittee, and municipalities are subject to compliance. Individual permits can be issued for projects that exceed the approved threshold of the General National Pollutant Discharge Elimination System (NPDES) Permit issued to a local agency. Activities must be reviewed for compliance with water quality standards, either through an individual permit issued for a specific project by the state or verification during plan check by a local agency that a project conforms with the general permit issued by the state.

- **Section 402(p)** pertains to the NPDES Program. This section focuses on regulating point source stormwater discharges associated with industrial activity, requiring industrial facilities to obtain permits for their stormwater discharges.

- **Section 404** regulates discharge of fill materials into "Waters of the United States", including wetlands. The Corps is responsible for the issuance of the Section 404 permit if any project proposes to fill wetlands or "waters of the United States."

- **Toxic Rules** of the CWA includes various regulations related to toxic substances within water bodies. The EPA establishes thresholds for toxic pollutants discharges into navigable waters.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act protects the waters of the State for the use and enjoyment of the people. The Act regulates activities that foreseeably degrade water quality within the State, to attain the highest

reasonable water quality. The Porter-Cologne Water Quality Act is administered at a regional level, within the framework of the State Water Resources Control Board (SWRCB) and nine RWQCBs across the State of California. Under the Act, each RWQBC must formulate and adopt their own water quality plan establishing objectives to ensure the reasonable protection of beneficial uses and prevention of nuisance in surface waters (CA.gov 2023).

Santa Ana RWQCB

The Santa Ana RWQCB regulates water quality within the Santa Ana River Basin and is given water permitting authority by the U.S. EPA. The primary responsibility of the Regional Board is to protect the quality of the waters within the region for all beneficial uses through the formulation and adoption of water quality plans for specific ground or surface water basins. In addition, the Regional Water Quality Control Board, enforces regulations of the Porter-Cologne Water Quality for industrial, domestic, and agricultural water discharges. The Santa Ana RWQCB adopted a Basin Plan in 1995, which has been recently amended in 2019, outlining beneficial uses of State Waters, programs, and projects, supporting RWQCB established standards.

Basin Planning - Chino Basin Watermaster 2020 State of the Basin Report

Ontario obtains groundwater supplies from the Chino Groundwater Basin. The 2020 State of the Basin Report addresses groundwater supply and demand across the Chino Groundwater Basin.

Assembly Bill (AB) 325

AB 325, the Water Conservation in Landscaping Act, was adopted in 1990 by the Department of Water Resources (DWR), which developed a Model Water Efficient Landscape Ordinance (MWELO). The MWELO requires that Counties and Cities adopt landscape water conservation ordinances to address ongoing drought and build resiliency for future drought. Water conservation measures include the use of more “efficient irrigation systems, incentives for grey (recycled) water use, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf” (The 2050 Ontario Plan, 2022). Ontario has enacted provisions from the MWELO into the Landscape Development Guidelines.

Surface Water - NPDES Permit Program

The NPDES program is led and managed by the U.S. EPA Office of Wastewater Management in coordination with EPA regional offices. The EPA has delegated responsibility for management of the NPDES Program to the SWQCB and RWQCBs. At the local level, the NPDES Program is implemented by local cities and counties during discretionary review for new construction and development. Program objectives involve pretreating and filtering surface water flows to reduce pollutant discharges into surface waters and to protect beneficial uses in receiving waters. The NPDES program regulates discharge of any pollutant into surface waters (2050 Ontario Plan FEIR 2022) and involves pollutant monitoring in receiving waters, discretionary review of specific projects, regulation of activities for water quality impairments, and deployment of pollutant source control requirements on construction, new development, and activities via local discretionary review for improvement of water quality.

The Project is under the jurisdiction of the Santa Ana RWQCB, which has reviewed and approved the San Bernardino County Regional Municipal Separate Stormwater Sewer System (MS4) permit (Water Quality Order No. R8-2002-0012, NPDES. No. CAS618036) pursuant to the State’s water quality requirements. The MS4 permit provides general coverage under the State’s NPDES permit program for the San Bernardino County Flood Control District, County of San Bernardino, and incorporated Cities of San Bernardino County, including City of Ontario.

The permit applies water quality regulations in the form of approved standard best management practices (BMPs) to individual projects to specifically target and minimize water quality concerns in surface water runoff within Ontario. Under the MS4 permit, certain types of construction activities must implement standard BMPs which target pollutants that may contribute to water quality deficiencies in receiving waters for the City. Projects

which do not meet the guidelines established in the approved Municipal Permit must apply for an individual NPDES permit pursuant to Section 401 of the CWA.

The NPDES General Construction Permit applies to new projects that plan to disturb more than one acre of land during Project construction. This permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be incorporated for construction plans for all projects. Ontario requires that an approved SWPPP include erosion control, spill prevention, response procedures, nature and location of chemical utilized and stored during project construction, and methods to prevent adverse impacts of any discharge of chemicals, substances, or materials (Ontario Municipal Code *Section 6-6.502: General Permit for stormwater discharges from construction activity*). SWPPP implementation includes installation of temporary BMPs for erosion and pollution source control. According to Ontario's Municipal Code *Section 6-6.505: Best Management Practices*, all construction projects have the potential to have an adverse impact on Ontario's stormwater drainage system; therefore, projects shall implement appropriate construction and post-construction BMPs, as listed in their Stormwater Quality Management Plan or the "California Stormwater Best Management Practice Handbook".

San Bernadino County Stormwater Program
On January 29th, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County and municipalities (County Flood Control District and incorporated cities) establishing water discharge requirements for stormwater entering municipal storm drainage systems. According to the "Technical Guidance Document for Water Quality Management Plans (WQMP)", requires the following for program compliance:

1) Develop site design measures using low impact development (LID) principals;
2) Establish project-specific design capture volume and applicable hydrologic conditions of concern requirements;
3) Evaluate feasibility of on-site LID BMPs
4) Maximize hydrologic source control, infiltration, and biotreatment BMPs;
5) Select applicable source control BMPs;
6) Address post-construction BMP maintenance requirements;
7) Implement short-term construction BMPs for erosion and sediment control as well as waste and materials; management for pollutant source control during construction.

Flood Control - Federal Emergency Management Agency (FEMA)
FEMA is a Federal agency that oversees floodplains and the National Flood Insurance Program (NFIP), adopted under the National Flood Insurance Act of 1968. FEMA provides flood management protections set forth by their adopted standards. In addition, FEMA has developed the National Flood Hazard Layer (NFHL) to assist local jurisdictions with flood potential identification.

City of Ontario
- **Master Plan of Drainage:** Ontario's Master Plan of Drainage was adopted in March 2012 for the purpose of providing an updated MPD for Ontario's "Old Model Colony", a 37.2-acre area within urbanized areas of Ontario. The master plan is based on applicable standards and criteria within existing planning documents. The drainage plan addresses the development of hydrological systems within Ontario to eliminate deficiencies; achieve flood protection and water quality goals; and implement facilities needed to improve Ontario's drainage system.

- **NPDES Program:** Ontario's Environmental Service Section is responsible for the implementation of Ontario's NPDES Program for appropriate pollution source control and education to minimize stormwater pollution; reduce pollutants in stormwater runoff; reduce impacts of increased runoff from new development; and, promote on-site rainwater retention and infiltration.

- **Flood Control:** Ontario's Municipal Code contains policies regarding Flood Damage Prevention and Stormwater Drainage Systems that are applicable to the proposed Project:
  - **Title 8, Chapter 13: Flood Damage Prevention Program:** This program applies to all areas of special flood hazards, areas of flood-related erosion hazards, and areas of mudflow hazards in Ontario. It includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.
  - **Title 6, Chapter 6: Stormwater Drainage Systems:** Section 6-6.206 prohibits specified types of discharges into Ontario's stormwater drainage system or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to Ontario's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities.

10.2 Existing Conditions

Regional Hydrology

The Project is within the Chino Creek sub watershed, part of the western portion of the Santa Ana River Watershed. The Chino Creek sub watershed encompasses multiple counties including Riverside, Los Angeles, and San Bernadino, draining a basin of approximately 218 square miles from the San Gabriel Mountains to the Santa Ana River (2050 Ontario Plan 2022). The sub watershed and tributary areas were intensely developed with residential, industrial, and agricultural uses prior to the implementation of NPDES program for water quality; therefore, appreciable unfiltered surface flows from existing development discharge into receiving waters, creeks and tributaries, within the Chino Creek sub watershed. This results in highly polluted receiving waters and impacted beneficial uses under existing conditions.

Local Hydrology

Currently, Ontario maintains 136 miles of storm drains within the service area of Ontario's Municipal Utilities Company. Drainage within the boundaries of the Project flows generally from the north toward the southeast within curbed gutters, inlets and catch basins. The Project is approximately 150 feet west of Cucamonga Channel, at Riverside Drive. Riverside Drive flows generally from the north in a southeast direction into the Cucamonga Channel. Due to existing topography and proximity, the Project has potential to contribute to the Cucamonga Channel, an impaired waterbody, as listed below in ***Table 20: Listed Impaired Water Bodies***.

Surface Waters

Surface water quality is monitored throughout Ontario by the City and the Santa Ana River RWQCB. As shown within ***Table 20: Listed Impaired Water Bodies*****,** surface water quality is monitored for the following receiving water bodies: Cucamonga Creek, San Antonio Creek, Chino Creek, Prado Basin Management Zone, and Prado Park Lane. According to The Ontario Plan, "all City and State storm drain facilities within Ontario discharge to regional facilities owned and operated by San Bernadino County Flood Control District" (The 2050 Ontario Plan EIR, 2022). ***Table 20: Listed Impaired Water Bodies*** are surface water bodies that do not meet water quality objectives established by the State and are not supporting beneficial uses within these receiving waters. These water bodies are reported to the State pursuant to Section 303(d) of the Clean Water Act; once placed on the 303(d) list of impaired waters, the State regulates each pollutant causing impairment to the water body (The 2050 Ontario Plan EIR, 2022). This results in targeted pollution control within local NPDES permits.

TABLE 20: LISTED IMPAIRED WATER BODIES

Name of Water Body	Pollutants of Concern
Cucamonga Creek, Reach 1	Zinc, copper, cadmium, lead
San Antonio Creek	pH
Chino Creek, Reach 2	Indicator bacteria, pH
Chino Creek, Reach 1B	Nutrients, indicator bacteria, COD
Prado Basin Management Zone	pH
Prado Park Lane	Nutrients, indicator bacteria

Source: The 2050 Ontario Plan EIR, 2022.

Groundwater

Ontario obtains groundwater from the Chino Groundwater Basin. There are several groundwater contamination plumes that impact Ontario's groundwater supply. Efforts to remediate groundwater contamination are being addressed through the Chino Basin Watermaster 2020 State of the Basin Report. In addition to groundwater contamination, groundwater levels have decreased between 10 to 30 feet in the eastern portions of Ontario between 2000 and 2020; in the western portion of Ontario, groundwater has increased by approximately 10 feet. Changes to groundwater levels are attributed to overall fluctuations in groundwater flows and increased use of recycled water over time (The Ontario Plan, 2022).

Flood Zones

The Project is within several FEMA-designated flood zones including Zone X, a 0.2% annual chance flood hazard and Zone D, where flooding potential is currently undetermined but possible. The Project is partially within an area subject to 100-year flooding and partially within areas subject to 500-year flooding. Portions of the Project along Euclid Avenue, as well as most of Ontario, are located within the 100-year floodplain, indicating shallow flooding of 1 to 3 feet deep during 100-year storm events of which there is a 0.2% chance annually. Portions of the Project west of Euclid Avenue are within a 500-year floodplain. ***See Figure 8: Flood Zones within the Project Alignment.***

Dam Inundation Zones

The entire Project is located within the dam inundation zone for the San Antonio Dam (The 2050 Ontario Plan 2022). Typically, the reservoir behind the dam is dry, but can fill up to 11,880 acre-feet of water after large storm events.

10.3 Project Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. The Project will result in approximately 11.8 acres of temporary disturbance (384,400 cubic feet of earthwork). Possible sources of pollution during construction are derived from airborne dust, emissions, materials used during construction, and debris that may enter Ontario's storm drain system via unfiltered surface flows or wind. Construction will involve approximately 60 to 80 linear feet of active construction each day and will include temporary stabilization with moisture control and covering to stabilize disturbed surfaces during working hours. During non-working hours, backfill and trench plates will be used to stabilize disturbed soils. Construction will begin with the removal of existing stable surfaces within the APE. Proposed water mains will be constructed using open trench methods and Project plans show disturbed surfaces will be restored to pre-project conditions or better after construction. Proposed construction activities such as saw cutting pavement/hardscape, grading, trenching, materials import/export, tree maintenance, and deeper earthwork for pipe beds for recycled water mains six feet below ground surface will make the APE

temporarily more susceptible to erosion, which is a potentially significant temporary impact. Construction will also generate dust and debris that could enter surface water runoff, which is a potentially significant temporary impact.

Construction impacts will require implementation of temporary water quality BMPs during active construction according to City standards to pollutants from entering Ontario's storm drain system. Examples of applicable BMPs include adequate spill response/containment, installation of upstream sediment control devices, downstream filtered storm drain inlets, covered stockpiles, regular sweeping at track out points, and solid waste management within covered receptacles. Upon completion of construction, the contractor will permanently restore/stabilize surfaces and there will be no long-term impacts from the Project to water quality. Implementation of Ontario's standard BMPs for water quality during construction would reduce dust and debris resulting in less than significant impacts.

Throughout construction activities, the Project will comply with Ontario's Municipal MS-4 Stormwater Permit. The General Construction Permit requires that Ontario and the contractor implement BMPS through an approved SWPPP pursuant to Mitigation Measure **MM HYDRO-01: SWPPP**. The SWPPP is required as part of the standard application of Ontario's plan check process that will require appropriate BMPs are shown on plans. The standard application of Ontario's inspection process will verify that the SWPPP is implemented according to the approved plans for the Project during construction. BMPS will include dust control measures, temporary erosion control, moisture control stabilization of disturbed surfaces, regular sweeping/cleaning construction entrances/exits, storage of potentially hazardous materials including secondary containment, and the installation of storm drain inlet protection. BMPs will be implemented throughout construction to control sediment, erosion, and hazardous materials contamination, which would otherwise occur as indirect impacts to receiving waters and beneficial uses of water bodies from construction. BMPs would prevent pollutants from reaching receiving water bodies including Cucamonga Channel and Santa Ana River.

For the reasons above, the Project impacts related to violation of any water quality standard or waste discharge requirements or otherwise substantially degrade surface or ground water quality are less than significant with the implementation of Mitigation Measure **MM HYDRO-01: SWPPP**.

MITIGATION:
MM HYDRO-01: SWPPP

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

DISCUSSION OF EFFECTS:
No Impact. See Section 10.3, Discussion of Effects a). The Project will not impede sustainable groundwater management, result in substantive changes in groundwater supplies, or interfere substantially with groundwater recharge. The Project will extend Ontario's recycled water conveyance system and provide connections for irrigation with recycled water to existing parks and open space. The Project will support sustainable long-term irrigation to the Euclid Avenue Historic Property and other important open space and community facilities.

Construction may temporarily increase water demand from Ontario's existing adjacent potable water system; however, this increase is temporary for construction and is not anticipated to be substantial due to the size of the Project and the anticipated intermittent use of water during the various construction activities. Upon completion of Project construction, the area will return to pre-Project conditions and will result in no substantive changes to impervious surfaces, topography, groundwater use or recharge. The Project will have no negative

impacts on water demand, since the Project will utilize recycled water and does not propose to irrigate infrastructure beyond existing conditions.

For the reasons above, the Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. No impacts are anticipated.

MITIGATION:
None required.

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: result in a substantial erosion or siltation on- or off-site;

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Discussion of Effects 5.10.3, a). The Project is not within proximity to a stream or river and only proposes construction within developed City ROW. The Project will require earthwork for construction of water mains and lateral connections and will not permanently change existing drainage patterns or runoff volumes. The Project will implement **MM HYDRO-01: SWPPP** during construction to protect water quality in surface waters during construction. The Project will return disturbed surfaces to pre-project conditions and will not permanently change the direction or volume of surface flows discharging into the municipal storm drain system or involve direct modification of the topography or additional impervious surfaces within the Project APE.

For the reasons above, the Project will not conflict with existing drainage conditions which have been approved by Ontario and the county. Less than significant impacts will occur regarding substantial increases in the rate or amount of surface runoff. Permanent changes in surface conditions within the APE are not proposed and the Project would not result in substantial erosion or siltation on- or off-site during construction due to implementation of the SWPPP.

MITIGATION:
None required.

i. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Section 10.3, Discussion of Effects a) through c) i) above. The Project will not permanently alter the rate or amount of runoff because plans for the Project show that surfaces will be returned to pre-project conditions with no permanent changes in existing topography and impervious surfaces. Therefore, less than significant impacts are anticipated related to the amount of surface runoff and flooding either on- or off-site. No Mitigation Measures are needed.

MITIGATION:
None required.

ii. 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; or

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Section 10.3, Discussion of Effects a) through c) ii. The Project would not result in permanent changes to topography, impervious surfaces, drainage patterns or land use. Areas disturbed

during construction will be returned to pre-Project conditions after construction and will remain substantially consistent with existing conditions. The Project will implement temporary BMPs for management of debris and pollution that could enter runoff during construction so that the Project will not contribute additional pollution in runoff. The Project will implement pollution source control BMPs to protect water quality during construction. After construction the APE will return to pre-Project conditions. The Project will not result in substantive new permanent sources of pollution. Implementation of BMPs during construction will be verified during the standard application of Ontario's construction inspection process and will result in runoff conditions that are substantially like existing conditions.

MITIGATION:
None required.

iii. impede or redirect flood flows?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. See Section 10.3, Discussion of Effects a) through c) iii above. According to the FEMA Flood Hazard Map, the Project and portions of the Local Vicinity are in a designated 100-year flood zone that may experience temporary flooding during and after storms (FEMA 2015; The Ontario Plan 2022). (See ***Figure 8: Flood Zones***). Implementation of the Project will not change surface drainage or the flood zone classification; In addition, Project construction is not anticipated to result in impacts due to the implementation of the City-approved SWPPP and **MM HYDRO-02: Limitation on Construction During Storm Events**, which ensures Project construction is not performed during storm events. Since the Project does not propose to impede or redirect flood flows, impacts are considered less than significant with the implementation of **MM HYDRO-02: Construction During Storm Events**.

MITIGATION:
MM HYDRO-02: Construction During Storm Events.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

DISCUSSION OF EFFECTS:
Less Than Significant Impact. See Section 10.3, Discussion of Effects a) through c) iv above. The California Department of Conservation does not place the Project within a zone at risk for a tsunami (CA Department of Conversation, 2015). The Project is within southwestern San Bernardino County, which is not geographically close to ocean or large bodies of water. The Project will implement **MM HYDRO-02: Limitation on Construction during Storm Events** so that construction areas are secure, and no construction will occur during storms and flooding. The Project will implement **MM HAZ-02: Hazards and Hazardous Materials Manifest and Plan** for proper handling, storage and containment of potentially hazardous materials.

For the reasons above, the proposed Project will not have significant impacts related to release of pollutants due to Project inundation in a flood hazard, tsunami or seiche zone. Therefore, no Mitigation Measures are needed.

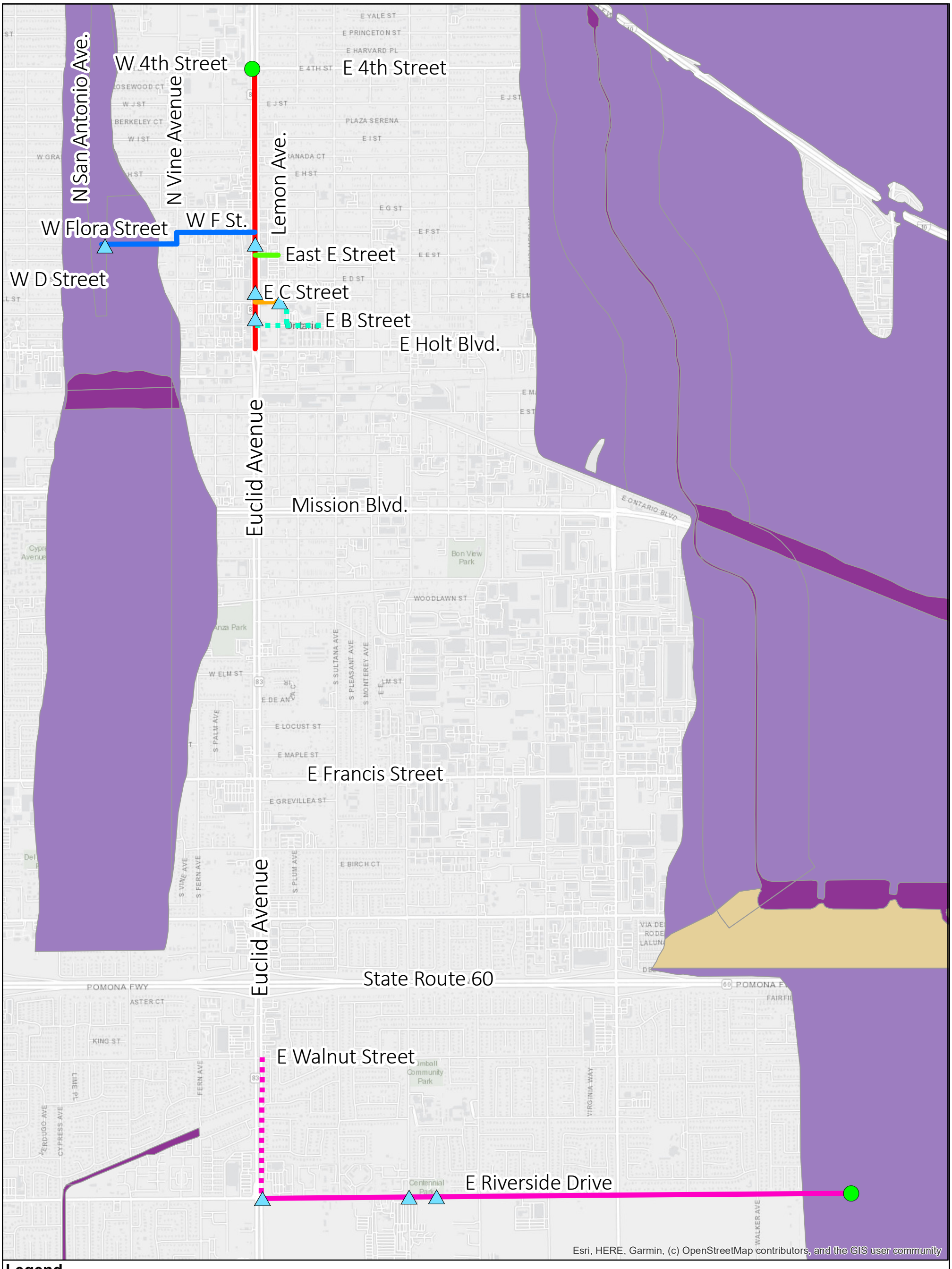
MITIGATION:
MM HYDRO-02: Limitation on Construction during Storm Events and MM HAZ-02: Hazardous Materials Manifest and Plan

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. See Section 10.3, Discussion of Effects a) through d) above. The Project will follow current requirements for pollution source control and flood control. The Project will extend Ontario's recycled water system and convert landscape irrigation of city parks and public open space

from potable water to recycled water; therefore, the Project is consistent with policies of sustainable groundwater management. A Storm Water Pollution Prevention Plan (SWPPP) will be incorporated into Project specifications. In addition, the Project contractor will implement pollution source control measures including erosion control pursuant to Mitigation Measure **MM HYDRO-01: SWPPP**. For these reasons, Project impacts are less than significant with mitigation incorporated during construction activities.

MITIGATION:
MM HYDRO-01: SWPPP.



Legend

- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee

Proposed Recycled Water Pipeline

- Segment 1
- Segment 2
- Segment 4
- Segment 5
- Segment 6

Conversion of Existing Potable Water Pipeline to RW

- Segment 3
- Segment 6

- IEU Connection Point
- Recycled Water Lateral

OntarioMunicipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 8. Flood Zones within the Project Alignment

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11. LAND USE AND PLANNING

11.1 Regulatory Compliance

Ontario Municipal Code

The Ontario Municipal Code identifies six special policy overlay zones: Agriculture (AG), Euclid Avenue (EA), Emergency Shelter (ES), Multimodal Transit Center (MTC), Interim Community Commercial (ICC), and Affordable Housing (AH) that apply special regulations within specific areas in addition to the general regulations established in the Municipal Code, The Ontario Plan, and the Zoning and Development Code. The Project Alignment is within the Euclid Avenue (EA) special policy overlay zone.

Downtown Design Guidelines

Ontario adopted the Downtown Design Guidelines on August 18th, 1998, to establish standards and support decision-making that enhances the character within Downtown Ontario. The Downtown Design Guidelines apply to properties that abut the Project along N. Vine Avenue, Sultana Avenue, and I Street. These guidelines are utilized by Ontario's Project Sponsors and decision-makers, Planning Commission and Development Advisory Board, Planning Staff, and Neighborhood Groups, who are responsible for incorporating aesthetic guidelines into project designs for construction or rehabilitation and help preserve the characteristics that are valued within the community (Ontario Downtown Design Guidelines).

Euclid Avenue Overlay District

The purpose of the Euclid Avenue Overlay District "is to recognize and protect Euclid Avenue as an important scenic and historic resource of Ontario, as a dominant feature in Ontario's historic downtown" (Ontario Development Code 2020). The following provisions apply to all existing and new building, construction, additions, remodels, or reallocations, whether a building permit is required, or other similar entitlement by the City:

- **Certificate of Appropriateness Required (City of Ontario Development Code – Chapter 6):** A development project within the EA Overlay District, which requires Development Plan approval pursuant to Section 4.02.025 (Development Plans) of this Development Code, shall require the approval of a Certificate of Appropriateness pursuant to Section 4.02.050 (Historic Preservation—Certificates of Appropriateness and Demolition of Historic Resources)

Borba Village Specific Plan Area

The Borba Village Specific Plan Area is planned to support multi-family residential and neighborhood commercial development. The main objectives of the Borba Village Specific Plan Area are to meet the following key objectives:

- To assure that Borba Village is compatible with and complementary to the established community surrounding the project site within Ontario.
- To create a livable master-planned community with long term viability comprised of residential neighborhoods linked to open space and the surrounding community uses and designed to create a sense of place for its residents.
- To create a community encouraging interaction among its residents by providing an organized system of streets and entries offering opportunities for residents to walk to open space, recreation, commercial, and transportation facilities.
- To create a planned community of appropriate density and scale this respects the existing physical environment surrounding the project site.

- To establish appropriate relationships between new neighborhoods within the planned community and adjacent existing residential and commercial land uses.
- To provide a circulation network encouraging pedestrian activity while facilitating appropriate vehicular movement throughout the project site.

11.2 Existing Conditions

The Northern Portion of the Project Alignment is within the Euclid Avenue Overlay District, and the Southern Portion of the Project is within the Old Model Colony area of Ontario and adjacent to the west of the Borba Village Specific Plan Area. Land use surrounding the northern portion of the Project consists of mostly residential and mixed-use; laterals are adjacent to parkland/ open spaces, transportation corridors within Ontario's downtown, multi-family residential, and public facilities including the Ovitt Family Community Library, Ontario City Hall, and the Ontario Senior Center. Surrounding the Southern Portion of the Project APE are mostly residential communities north of Riverside Drive and agricultural land use south of Riverside Drive. Reference ***Table 1. Surrounding Land Use*** **and** ***Table 2. Surrounding Land Use Within Local Vicinity of the Project Alignment*****.**

11.3 Project Impacts

a) Physically divide an established community?

DISCUSSION OF EFFECTS:

No Impact. This Project will not result in permanent above-ground improvements that will physically divide the established community. The Project will be implemented within existing City ROW including developed roads, portions of the Euclid Avenue median, street parkways, and portions of parcels developed with James R. Bryant Park, Centennial Park, and Ontario Town Square Park. The Project involves open-trench installation of new recycled water mains and connections for existing irrigation systems resulting in temporary and intermittent disturbance of existing conditions of streets within the APE during construction. Detours approved with the Transportation Control Plan will facilitate safe and continuous access and ongoing primary use within the APE and adjacent areas. There are numerous locations for detours within the nearby existing street grid in the Local Vicinity. In compliance with The Ontario Plan and WMP, the Project will extend Ontario's recycled water system for sustainable landscape irrigation and reduction in reliance on potable water for irrigation. Construction will avoid existing utilities and structures and will provide sustainable irrigation for permanent maintenance of public open space that enhances the entire community.

For the reasons above, the Project will not physically divide the community or substantively modify existing or approved land use. The Project will facilitate implementation of the approved land use patterns in The Ontario Plan Land Use Map. Impacts are considered to be less than significant.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. See Aesthetics Section 1, Cultural Resources Section 5, Geology and Soils Section 7, Hazardous Materials Section 9, Hydrology Section 10, and Land Use and Planning Section 11, Discussion of Effects a).

The Project will be implemented in a manner that is consistent with city and regional land use plans, policies, and regulations for environmental protection. The Project is proposed to support conservation and sustainability goals of The Ontario Plan. The Project is aligned with previously approved objectives for Ontario's planned recycled water system outlined in the WMP for reduced reliance on potable water use for landscape irrigation. The Project will implement mitigation measures to reduce potentially significant impacts on aesthetics, cultural resources, geology and soils, hazardous materials, hydrology and water quality, land use, and tribal cultural resources to less than significant levels; it will not conflict with any land use plan, policy or regulations

MITIGATION:

MM AES-01 through MM AES-10.

12. MINERAL RESOURCES

12.1 Regulatory Compliance

The California Surface Mining and Reclamation Act of 1975
The County of San Bernadino and City of Ontario identify potential mineral resources within their General Plan documents pursuant to the California Surface Mining and Reclamation Act of 1975 (SMARA). The Act establishes requirements for mining and reclamation policy to ensure the following:

- Production and conservation of minerals is encouraged;
- Environmental effects are prevented or minimized;
- Consideration is given to recreational activities, watersheds, wildlife, range and forage, and aesthetic enjoyment;
- Mined lands are reclaimed to a useable condition once mining is completed; and
- Hazards to public safety both now and in the future are eliminated.

The Act requires local jurisdictions in California to classify land that has potential for the discovery of mineral resources called Mineral Resource Zones (MRZs). According to the California State Board's Guidelines for Classification and Designation of Mineral Lands, the following MRZ designations are below:

- **MRZ-1**: Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- **MRZ-2**: Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- **MRZ-3**: Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- **MRZ-4**: Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.
- **SZ:** Areas containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.

The State Office of Mining Reclamation (OMR) and County Public Works Department monitors all mining activities within San Bernadino County to ensure operations are compliant with applicable laws.

12.2 Existing Conditions

The Project is located within fully developed areas of Ontario ROW; mining operations do not occur within city limits. Within the City of Ontario, there are two areas classified as MRZ-2; one within the northwestern part of Ontario, where a portion of the Project APE is proposed (between 4th Street at Euclid Avenue to D Street at Euclid Avenue), and the second along the eastern City boundary, approximately 4.5 miles northeast from the Southern Portion of the Project APE along Riverside Drive (Ontario Plan GP EIR 2021). The areas within city limits classified under MRZ-2 total 6,132 acres (approximately 19 percent of Ontario). The remaining areas of Ontario are classified as MRZ-3, where the significance of mineral deposits is unknown.

12.3 Project Impacts

a) *Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?*

DISCUSSION OF EFFECTS:
Less than Significant Impact. The Project will improve Ontario's recycled water system and will reduce reliance on potable water for irrigation; it does not directly propose changes in land use that will affect the availability of or demand for a known mineral resource and is consistent with the approved buildout of The Ontario Plan as well as regional plans for this area; Although the Project is located within an area classified by the City of Ontario as MRZ-2 zone for mineral resources, Project implementation will not result in significant impacts to loss of availability of known mineral resources. The Project will not affect mineral resources beyond what was identified in the certified GP EIR. The Project is proposed within areas that are currently developed City ROW, with a considerable portion of the Project located within Euclid Avenue which was developed as an arterial since the late 1800's. The Project will comply with SMARA regulations; since the Project does not threaten the potential to extract minerals in the area, Ontario is not required to prepare a statement specifying its reasons for permitting the proposed Project and use. The Project will not result in alterations beyond what has been previously approved and considered under The Ontario Plan and would not result in the loss of availability of a known mineral resource in Ontario. Impacts to mineral resources are less than significant.

MITIGATION:
None required.

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?*

DISCUSSION OF EFFECTS:
No Impact. See Discussion of Effects 5.12.3 a). There are no locally important mineral resource recovery sites delineated within city limits. The Project would not conflict with Ontario's existing land use, zoning and General Plan designations at its location. Therefore, Project implementation will not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan or other land use plan. No impacts are anticipated.

MITIGATION:
None required.

13. NOISE

13.1 Regulatory Compliance

Federal Noise Control Act of 1972

In 1972, the U.S. Environmental Protection Agency (EPA) Office of Noise Ambient and Control issued the Federal Noise Control Act, which established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. The EPA established Levels of Environmental Noise and recommended that Ldn (day–night 24-hr average noise level) should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas. 55 dBA was identified as an "adequate margin of safety" for noise level increase relative to a baseline noise exposure level of 55 dBA Ldn, which applies a 10-dBA penalty to nighttime levels between the hours of 10:00 PM and 7:00 AM to account for sleep disruption and no penalty applied to daytime levels. The U.S. EPA recommends a second exposure limit of 70 dBA to prevent hearing loss (U.S. EPA 1974). The standards set by the EPA's Federal Noise Control Act are advisory exposure levels below which there would be no risk to a community from any health or welfare effect of noise.

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies.

The Ontario Plan

The noise related goals and policies from Ontario's General Plan that are applicable to the proposed Project are provided below.

- **Goal S-4**: An environment where noise does not adversely affect the public's health, safety, and welfare.
    - *S-4.1 Noise Mitigation*. We utilize Ontario's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.
    - *S-4.4 Truck Traffic*. We manage truck traffic to minimize noise impacts on sensitive land uses.

Ontario Municipal Code

Applicable noise policies within Ontario's Municipal Code consist of the following:

- **Section 5-29.04 Exterior Noise Standards**. Project construction noise is exempt from the Exterior Noise Standards per Section 5-29-06 (d) "noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of Section 5-20.09."

- **Section 5-29.09 Construction Activity Noise Regulations**
    - No person, while engaged in construction, remodeling, digging, grading, demolition, or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM.

- No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment, or machine in violation of the provisions of this section.
- Exceptions:
  a) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the City Manager or his or her designee.
  b) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:
     I. The City Manager or a department head determines that the maintenance, repair or improvement is immediately necessary to maintain public services,
     II. The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or
     III. The City Council has approved Project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section; and
     IV. Any construction that complies with the noise limits specified in Section 5-29.04 or 5-29.05.

Section 5-29.10. Other public agency exceptions. The provisions of this chapter shall not be construed to prohibit any work at different hours by or under the direction of any other public agency or public or private utility companies in cases of necessity or emergency.

13.2 Existing Conditions

Sensitive land uses that may be affected by Project noise during construction within the APE include existing residential uses located adjacent or near the Project along Euclid Avenue; F Street; Vine Avenue; Flora Street; C Street; and Riverside Drive. Other nearby sensitive receptors include 12 schools, three churches and one hotel that are depicted in ***Figure 2A and 2B: Local Vicinity*** **and in** ***Table 3: Surrounding Adjacent Land Uses at Project Segments and Table 4: Surrounding Land Use and Facilities Within the Local Vicinity of the Project.*** These include Chaffey High School and Vina Danks Middle School, located approximately 0.1 miles from the Project along 4th Street, Champions at Euclid Elementary, the American Inn, First United Methodist Church, First Lutheran Church Ontario, and the Central Language Academy, located approximately 0.1 miles from Project along Euclid Avenue, and the St. George School and St. George Catholic Church, located approximately 0.2 miles from Project along Euclid Avenue; San Antonion School, located approximately 0.2 miles from Project along Euclid Avenue; and Woodcrest Junior High School and Liberty Elementary School, located approximately 0.4 miles from Project along Riverside Drive, Heavenly Care Daycare, Banal Na Pag Aral, and Preschool School and Sunrise Children Center, located approximately 0.1 miles from Project along Riverside Drive, and Live Oak Preschool, located approximately 0.2 miles from Project along Riverside Drive. See ***Table 1: Surrounding Land Uses Within the Local Vicinity of the Project Alignment*****.**

Ambient (background) noise levels of the existing environment at the Project were measured using an American National Standards Institute (ANSI Section S1.4 2014 Class 1) Larson Davis model LxT sound level meter. Based on the eleven (11) 15-minute daytime noise measurements taken between 12:40 PM and 7:55 PM on January 31, 2024, short-term ambient noise levels ranged between 51.6 and 74.7 dBA Leq.

The dominant noise source was vehicle traffic associated with E. Riverside Drive, E. C Street, W. Flora Avenue, N. Vine Avenue, W. F Street, N. Euclid Avenue, 4th Street, and other surrounding roadways, emergency vehicles, air traffic, and residential activity.

13.3 Project Impacts

The Discussion of Effects in this section are based on the Noise Impact Analysis for Euclid Avenue Recycled Water System Project conducted by Ganddini Group, dated February 21, 2024 ***(Appendix F)***. Results from the noise impact analysis are based on the eleven (11) 15-minute daytime noise measurements taken between 12:40 PM and 7:55 PM on Tuesday, January 23, 2024, for the purposes of documenting existing ambient noise levels at the Project. Locations for the noise measurements are shown in ***Figure 9-9A: Noise Measurements***.

a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. Project construction is exempt from the Ontario noise ordinance standards pursuant to *Section 5-29.09 Construction Activity Noise Regulations c) 1).* Construction noise was analyzed using methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters, including distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project APE. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr).

Construction Noise On-Site Sources (Noise from Construction Activities Occurring in the APE)

Modeled construction noise levels, outlined within ***Table 21: Construction Noise Levels (dBA Leq) In Light of FTA Thresholds***, indicates construction noise levels could exceed FTA thresholds of significance on a short-term and intermittent basis for residential and commercial land use adjacent to the Project; this is a potentially significant impact. Construction noise modeling indicates temporary noise during construction will reach up to 89.3 dBA Leq at the property line of the nearest receptors along Segment 1, 93.0 dBA Leq at the property line of the nearest receptors along Segment 2, 93.3. dBA Leq at the property line of the nearest receptors along Segment 3, and 90.7 dBA Leq at the property line of the nearest receptors along Segment 4 of the Project. In addition, modeled construction noise levels may reach up to 84.2 dBA Leq at the nearest structures along Segment 1, 91.8 dBA Leq at the nearest structures along Segment 2, 92.2 dBA Leq at the nearest structures along Segment 3, and 89.0 dBA Leq at the nearest structures along Segment 4 of the Project Site.

To minimize potentially significant temporary noise impacts, BMPs and mitigation measures will be implemented during construction. **BMP NOI-01: Construction Equipment** and Mitigation Measure **MM NOI-01: Construction Noise** will be implemented to ensure construction activities occur within a timeframe when noise increases would have less impact, equipment will be fitted with mufflers, temporary noise barriers may be used, advance notification via signage at the limits of the Project shall provide public notice, and prior notice shall be given to adjacent land uses, etc.

As shown in ***Table 22: Construction Noise Levels (dBA Leq) In Light of FTA Thresholds- Second Day***, Project construction noise levels would be reduced, 3-11 dB Leq lower (76.5-83.3 dBA Leq at property lines), in association with increased distance between construction activities/equipment and sensitive land use. Noise from construction is therefore considered to be intermittent as construction advances along a linear path each day and lower noise levels from construction occurring with increased distance between construction equipment and receptors. The noise analysis for the Project indicates that significant noise levels from construction are not expected to last more than two days at any specific receptor. With implementation of BMPs and mitigation measures, **BMP NOI-01: Construction Equipment** and **MM NOI-01: Construction Noise** Project construction noise levels would not exceed the FTA residential (80 dBA Leq) and commercial (85 dBA Leq) thresholds.

Construction Noise Off-Site Sources (Noise from Construction Traffic)
According to the CALTRANS Technical Noise Supplement to Traffic Noise Analysis Protocol, it is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment and that a change of 5 dBA is perceptible.

E. Riverside Drive currently handles approximately 12,467 average daily vehicle trips (ADTs) and Euclid Avenue currently handles approximately 2,753 ADTs in the vicinity of the Project[8]. According to the assumptions found in the CalEEMod modeling data provided in the Air Quality, Greenhouse Gas, and Energy Technical Memorandum prepared for the Project (**Appendix A**), the greatest number of construction-related vehicle trips per day would be up to 32 worker trips, 2 vendor trips, and 2 haul truck trips for a total of 36 construction-related vehicle trips daily and could result in a 0.02 dBA CNEL increase in ambient noise levels along E. Riverside Drive and a 0.1 dBA CNEL increase in ambient noise levels along Euclid Avenue. Therefore, Project construction generated vehicle noise is nominal relative to existing roadway volumes and would not result in the doubling of traffic volume necessary to increase noise levels by 3 dBA. Therefore, increased noise from construction-related traffic, is a less than significant impact.

As a result, with the implementation of BMPs and Mitigation measures for the Project, **BMP NOI-01: Construction Equipment** and Mitigation Measure **MM NOI-01: Construction Noise**, the Project will result in less than significant impact throughout on-site and off-site constriction activities.

MITIGATION:
BMP NOI-01: Construction Noise Best Management Practices: Noise Reducing Barriers
MM NOI-01: Construction Noise Management.

[8] Existing average daily traffic volume for E. Riverside Drive and Euclid Avenue obtained from the San Bernardino Countywide Plan Transportation Existing Conditions Report (March 2017). The segment of E. Riverside Drive east of Reservoir Street and Euclid Avenue south of Vista Drive were utilized.

TABLE 21: CONSTRUCTION NOISE LEVELS (DBA L_{EQ}) IN LIGHT OF FTA THRESHOLDS

Phase	Noise Measure-ment Location[2]	Project Segment	Existing Use	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[2]	Construction Noise Levels		Applicable FTA Threshold[3]	Exceeds Threshold?	Needed Reduction (dB)[4]	Construction Noise Levels with Reduction?[5]		Exceeds Threshold?
						At property line	At Dwelling/ Structure				At property line	At Dwelling/ Structure	
Site Preparation[6]	NM1	4	Daycare	Sunrise Children Center, 2049 E Riverside Dr	72.8	90.1	78.3	85	Yes/ No	5.1	85.0	73.2	No
	NM2	4	Residential	2944 S Meadowbrook Place & 2945 S Pinehurst Ct	74.7	90.7	89.0	80	Yes/ No	10.7	80.0	78.3	No
	NM3	4	Daycare/ School	Heavenly Care Daycare & Preschool, 1030 Riverside Dr	71.8	89.1	86.9	85	Yes/ No	4.1	85.0	82.8	No
	NM4	4	Residential	Harris Place Apartments, 451 E Riverside Dr	72.3	90.3	83.8	80	Yes/ No	10.3	80.0	73.5	No
	NM5	3	Commercial/ Park	Ontario Town Square, 24 N Euclid Ave	58.9	93.3	92.2	85	Yes/ No	8.3	85.0	83.9	No
	NM6	2	Residential/ Park	457 Beverly & James R Bryant Park	51.6	94.2	90.5	80	Yes/ No	14.2	80.0	76.3	No
	NM7	2	Residential	526 N Vine Ave	59.9	93.0	91.8	80	Yes/ No	13.0	80.0	78.8	No
	NM8	2	Residential	312 W F Street	55.5	93.0	87.0	87.5	Yes/ No	5.5	87.5	81.5	No
	NM9	1	Transient Lodging	American Inn, 755 N Euclid Ave	69.4	79.9	79.5	80	Yes/ No	-	-	-	No
	NM10	1	Residential	938 Euclid Ave	69.6	89.3	84.2	80	Yes/ No	9.3	80.0	74.9	No
	NM11	1	School	Chaffey High School, 1245 N Euclid Ave	70.1	79.9	74.8	85	Yes/ No	-	-	-	No

Source: Ganddini, 2024, **Appendix F**

Notes:

(1) Construction noise worksheets are provided in **Appendix F**.

(2) Per measured existing ambient noise levels (see Table 2 in **Appendix F**).

(3) The FTA residential daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr) and the commercial daytime threshold is 85 dBA Leq (8-hr). In compliance with the City's Code, construction would not occur during

(4) Mitigation measures can include, but not be limited to, the use of alternative equipment, muffled equipment, and temporary barriers.

(5) As the Project was modeled as one phase (site preparation), the reduction is based on the highest needed reduction of ~17 dB for the residential and park uses along Segment 2 (457 Beverly, Ontario and James R Bryant Park).

(6) As construction is not anticipated to be phased, to provide a conservative scenario, the entirety of the Project has been analyzed as occurring in one construction phase (site preparation) with all proposed equipment in operation

TABLE 22: CONSTRUCTION NOISE LEVELS (DBA L_{EQ}) IN LIGHT OF FTA THRESHOLDS- SECOND DAY

Phase	Noise Measure-ment Location[2]	Project Segment	Existing Use	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[2]	Construction Noise Levels		Applicable FTA Threshold [3]	Exceeds Threshold ?	Needed Reduction (dB)[4]	Construction Noise Levels with Reduction?[5]		Exceeds Threshold ?
						At property line	At Dwelling/ Structure				At property line	At Dwelling/ Structure	
Site Preparation[6]	NM1	4	Daycare	Sunrise Children Center, 2049 E Riverside Dr	72.8	81.9	75.3	85	No/ No	-	-	-	No
	NM2	4	Residential	2944 S Meadowbrook Place & 2945 S Pinehurst Ct	74.7	82.1	81.5	80	Yes/ No	2.1	80.0	79.4	No
	NM3	4	Daycare/ School	Heavenly Care Daycare & Preschool, 1030 Riverside Dr	71.8	81.5	80.5	85	No/ No	-	-	-	No
	NM4	4	Residential	Harris Place Apartments, 451 E Riverside Dr	72.3	82.0	78.9	80	Yes/ No	2.0	80.0	76.9	No
	NM5	3	Commercial/ Park	Ontario Town Square, 24 N Euclid Ave	58.9	83.0	82.7	85	No/ No	-	-	-	No
	NM6	2	Residential/ Park	457 Beverly & James R Bryant Park	51.6	83.3	82.1	80	Yes/ Yes	3.3	80.0	78.8	No
	NM7	2	Residential	526 N Vine Ave	59.9	83.0	82.5	80	Yes/ Yes	3.0	80.0	79.5	No
	NM8	2	Residential	312 W F Street	55.5	83.0	80.6	87.5	No/ No	-	-	-	No
	NM9	1	Transient Lodging	American Inn, 755 N Euclid Ave	69.4	76.5	76.2	80	No/ No	-	-	-	No
	NM10	1	Residential	938 Euclid Ave	69.6	81.6	79.1	80	Yes/ Yes	1.6	80.0	77.5	No
	NM11	1	School	Chaffey High School, 1245 N Euclid Ave	70.1	76.5	72.8	85	No/ No	-	-	-	No

Source: Ganddini, 2024, **Appendix F**

Notes:

(1) Construction noise worksheets are provided in **Appendix F.**

(2) Per measured existing ambient noise levels (see Table 2 in **Appendix F**).

(3) The FTA residential daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr) and the commercial daytime threshold is 85 dBA Leq (8-hr). In compliance with the City's Code, construction would not occur during

(4) Mitigation measures can include, but not be limited to, the use of alternative equipment, muffled equipment, and temporary barriers.

(5) As the Project was modeled as one phase (site preparation), the reduction is based on the highest needed reduction of ~17 dB for the residential and park uses along Segment 2 (457 Beverly, Ontario and James R Bryant Park).

(6) As construction is not anticipated to be phased, to provide a conservative scenario, the entirety of the Project has been analyzed as occurring in one construction phase (site preparation) with all proposed equipment in operation

b) Generation of excessive groundborne vibration or groundborne noise levels?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. The California Transportation and Construction Vibration Guidance Manual (CalTrans, 2020) establishes criteria for groundborne vibration. The guidelines recommend that the threshold at which there is a risk of architectural damage is a peak particle velocity (PPV) of 0.25 inches/second (in/sec) for historic buildings, PPV of 0.3 in/sec at older residential structures, and a PPV of 0.5 in/sec at new residential structures and modern commercial/industrial buildings. According to CalTrans, groundborne vibration becomes an annoyance when PPV of 0.4 in/sec is exceeded (CalTrans, 2020).

The closest structures to the proposed construction activities include single family residential structures as close as 25 feet. Project construction will require the following equipment: two (2) scrapers, one (1) tractors/ loaders/ backhoes, two (2) off-highway trucks, two (2) plate compactors, two (2) excavators, two (2) other material handling equipment, two (2) paving equipment, two (2) other construction equipment, four (4) pumps, two (2) skid steer loaders, two (2) surfacing equipment, two (2) rubber-tired dozers, and two (2) cranes. Based on the list of equipment that will be utilized for Project implementation, groundborne vibration from construction has the potential to exceed the levels necessary to cause architectural damage, since Project equipment could be utilized within 25 feet of an existing structure. For the Project, plate compactors have the most potential for vibration impacts near an existing structure. The peak particle velocity (PPV) per square foot associated with these vibratory plates is 0.21 at a distance of 25 feet **(**ee ***Table 23: Construction Equipment Vibration Source Levels*** **below)**. The Project will implement BMPs and mitigation measures, **BMP NOI-01: Construction Noise Best Management Practices: Noise Reducing Barriers** and Mitigation Measures **MM NOI-01: Construction Noise Management,** to ensure equipment is fitted with sound barriers and mufflers, and **MM CUL-02: Vibration Monitoring**, for vibration monitoring along the Euclid Avenue median, near CF historic resources that may be impacted by vibration and settlement during excavation/ earthworks is required.

TABLE 23: CONSTRUCTION EQUIPMENT VIBRATION SOURCE LEVELS

Equipment		PPV at 25 ft, in/sec	Approximate Lv* at 25 ft
Pile Driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry well)		0.202	94
Hydromill (slurry wall)	In soil	0.008	66
	In rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Cassion Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Notes: Based on Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, 2018.
*RMS velocity in decibels, VbB re 1 micro-in/sec

Substantial sources of groundborne vibration during post-construction Project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (CalTrans, 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet).

MITIGATION:

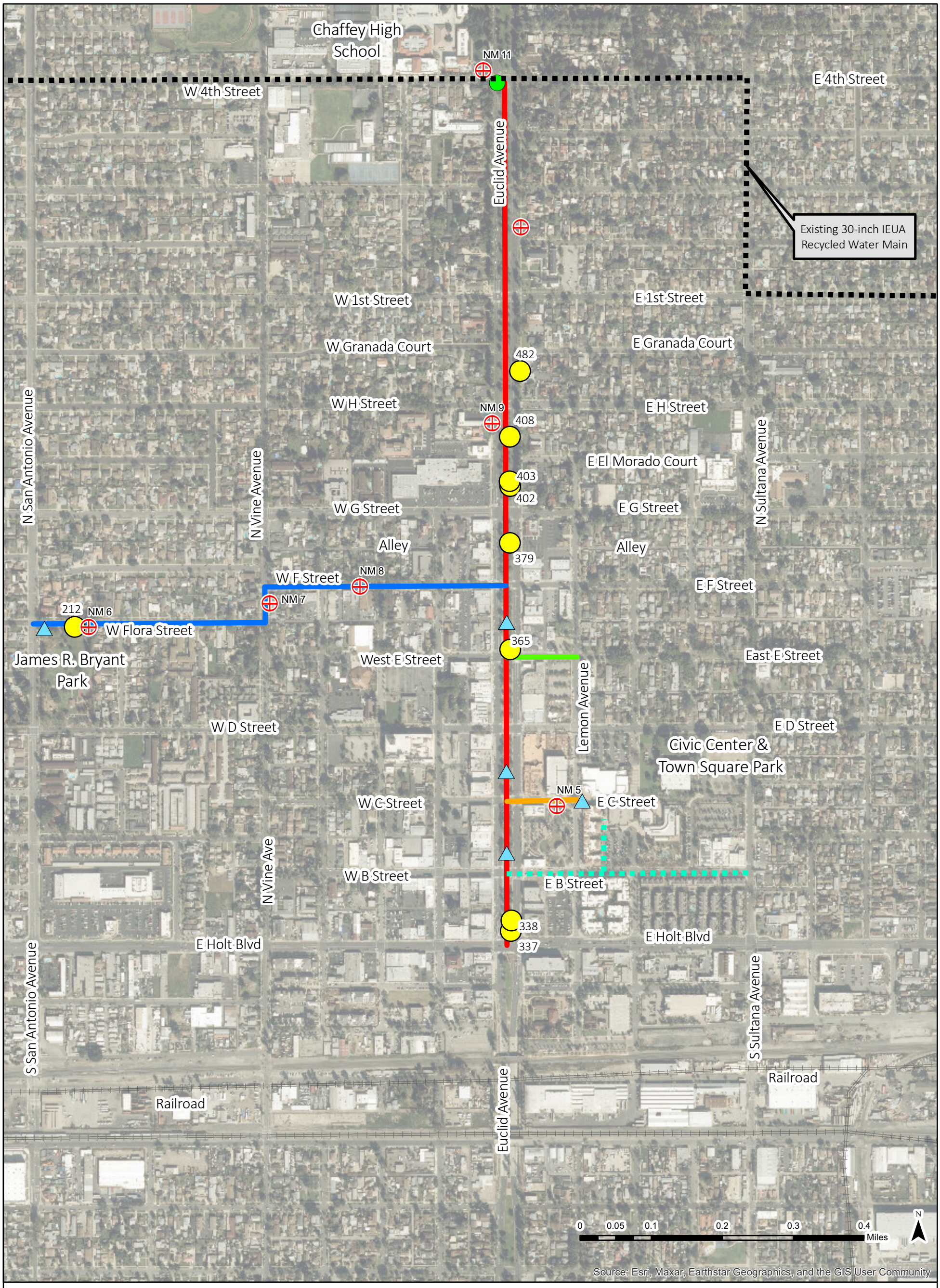
NOI-01: Construction Noise Management.
MM CUL-02: Vibration Monitoring.

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?

DISCUSSION OF EFFECTS:
No Impact. The closest airport to the Project is the Ontario Airport located approximately 1.6 miles to the southeast of the Project. According to The Ontario Plan, the north part of the Project is mostly within the 60-65 dBA and 65-70 dBA noise contours of Ontario Airport (The Ontario Plan, 2022). As indicated in Section 13, Discussion of Effects a through, the Project will not substantially increase noise levels. Therefore, due to both the nature of the proposed Project, existing land uses and baseline conditions from airport noise, the proposed Project would not expose people residing or working in the area to excessive noise levels.

As a result, significant impacts are not anticipated; therefore, no Mitigation Measures are required.

MITIGATION:
None required.



Proposed Recycled Water Pipeline
- Segment 1
- Segment 2
- Segment 4
- Segment 5

Conversion of Existing Potable Water Pipeline to RW
- Segment 3

- IEU Connection Point
- Recycled Water Lateral
- Proposed Tree Removal
- Noise Measurement Location

Source: Noise Technical Memorandum Appendix E (Ganddini, 2024)

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project

Figure 9A. Noise Measurement Locations (Northern Portion)

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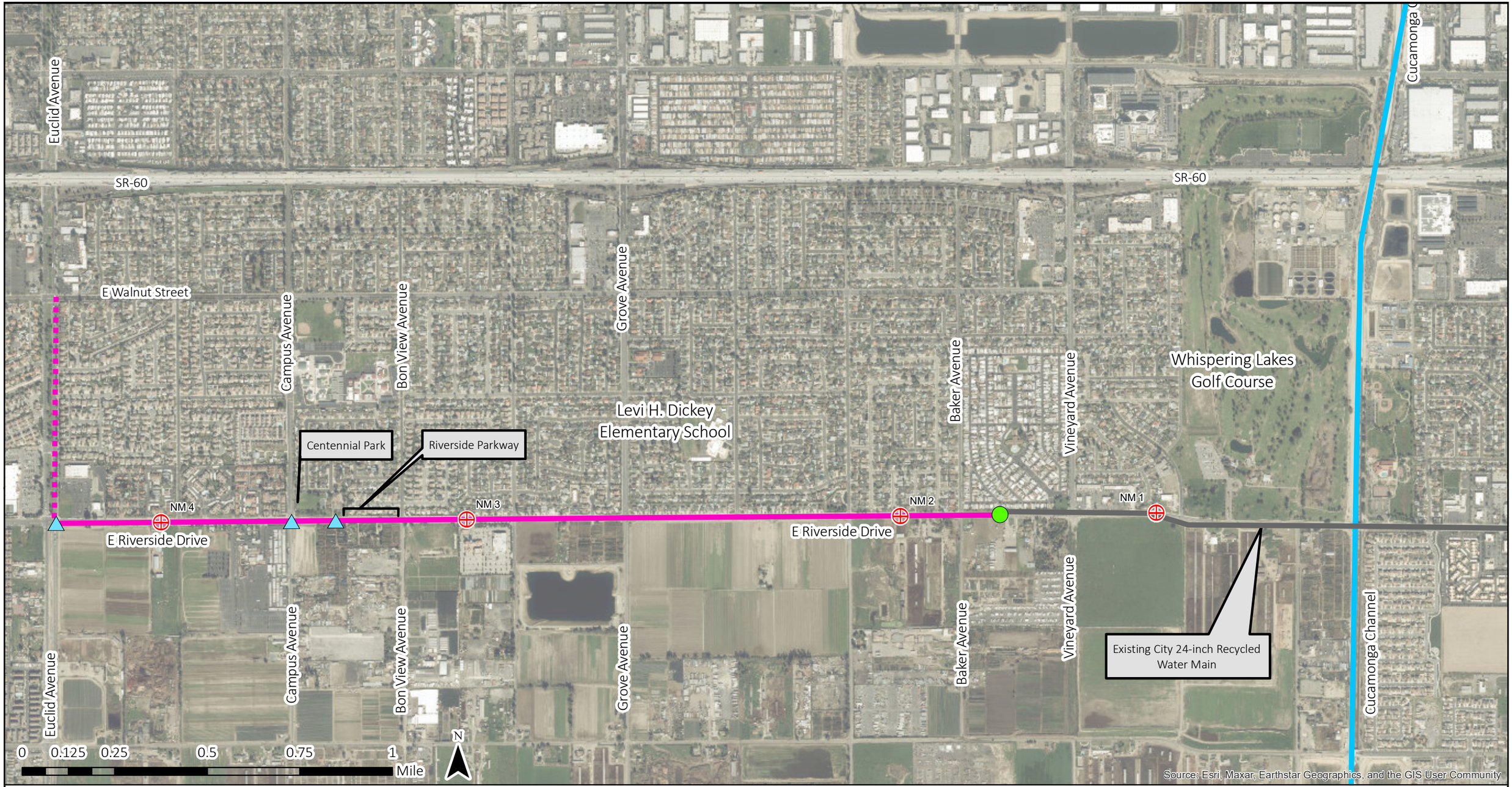

Legend

- Existing City 24-inch Recycled Water Pipeline
- SR-60
- Segment 6: Proposed Recycled Water Pipeline
- Segment 6: Conversion of Existing Irrigation System to RW
- Connection Point to Existing City RW Pipeline
- Recycled Water Lateral
- Cucamonga Channel
- Noise Measurement Location

Source: Noise Technical Memorandum Appendix E (Ganddini, 2024)

Ontario Municipal Utilities Company
Euclid Avenue Recycled Water System Project
Figure 9B. Noise Measurement Locations (Southern Portion)

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14. POPULATION AND HOUSING

14.1 Regulatory Compliance

Southern California Association of Governments

SCAG is the key metropolitan planning organization for the southern California region and focuses on regional planning and policy initiatives for transportation, economy, housing, public health, and environment. SCAG's plans are based on population statistics and forecasted population growth. SCAG's objective in developing plans is to encourage dialogue, analysis, and regional planning for a more sustainable southern California.

In accordance with California's Housing Element Law, Government Code Section 65583, SCAG adopted Connect SoCal in September of 2020. Connect SoCal is also known as the 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (2020-2045 RTP/SCS), a long-range plan identifying deficiencies in current housing needs and proposed strategies for balancing key issues including mobility, economy, housing, and jobs, based on population forecasts for the region and general plan statistics approved by local cities and counties. SCAG prepares the Regional Housing Needs Allocation (RHNA) every eight years, in support of regional housing production goals and each city is assigned a RHNA housing goal. California Department of Housing and Community Development (HCD) issues RHNA requirements to local agencies

City of Ontario Housing Element

Pursuant to the State Housing Element Law, cities must update their housing elements every eight years. The City of Ontario adopted the Ontario Housing Element in March 2022. The Housing Element is required to address housing needs within the City of Ontario and identify future production; potential limitations; and establish programs and goals to meet growing demands (Ontario Housing Element 2022). Due to growth pressures within city limits and the planned buildout of The Ontario Plan, the City incorporated the following policies to promote sustainable development and promote strategic growth opportunities:

- ***LU-1.1: Strategic Growth***. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
- ***LU-1.2: Sustainable Community Strategy***. We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- ***LU-1.3: Adequate Capacity***. We require adequate infrastructure and services for all development.
- ***LU-4.3: Infrastructure Timing***. We require that the necessary infrastructure and services be in place prior to or concurrently with development.

The Ontario Plan

The Ontario Plan promotes recycled water infrastructure for landscape irrigation, and the conversion from potable water irrigation systems, which align with sustainable growth principles and directives from both the State and SCAG. These objectives implement sustainable water use which is designated to offset population increases that are forecasted within Ontario.

14.2 Existing Conditions

Projections indicate Ontario's population is anticipated to increase by 56% between 2016 and 2045 resulting in approximately 176,200 residents within city limits (Ontario Housing Element 2022). Within Ontario's Housing Element, portions of Ontario's Downtown Mixed-used Corridor, within the Local Vicinity surrounding the north part of the Project, were identified as neighborhoods with the highest rehabilitation needs and abandoned homes (Ontario Housing Element 2022). As a result, Ontario intends to revitalize this area as one strategy to accommodate new housing demands. Regional Housing Needs Goals anticipate an additional 20,854 housing units within city limits by 2029. Ontario's Housing Element and The Ontario Plan includes objectives to expand use of recycled water irrigation systems for landscaping across Ontario to enhance sustainability and increase availability of potable water to meet existing and planned future housing and population needs.

14.3 Project Impacts

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)?

DISCUSSION OF EFFECTS:
No Impact. The Project is part of Ontario's approve recycled water system that is planned to serve the future buildout of Ontario. Proposed expansion of recycled water infrastructure and conversion of existing landscape irrigation systems from potable water to recycled water will achieve conservation of potable water. The Project does not propose new homes or businesses that will directly increase population and housing. The Project would implement potable water conservation to serve existing developed parks and public open space. The Project will support perpetual maintenance of the Euclid Avenue Historic Property. The Project will allow sustainable irrigation at James R. Bryant Park, Euclid Avenue median, Civic Center Buildings, and Town Center Park. The Project is consistent with planned, approved improvements proposed within Ontario's Recycled Water Master Plan and GP EIR.

The Project will not result in unplanned population growth by extending infrastructure or proposing new homes. The Project is proposed in response to growth that has been previously considered and approved under The Ontario Plan. Therefore, impacts are not anticipated, and no mitigation measures are needed.

MITIGATION:
None required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

DISCUSSION OF EFFECTS:
No Impact. The Project will be located entirely within Ontario's public ROW and would not displace substantial numbers of existing people or housing developments or require replacement housing. As mentioned in Section 14.3, Discussion of Effects a), the Project would expand Ontario's recycled water infrastructure in accordance with The Ontario Plan and Ontario's certified GP EIR; it is intended to minimize potable water use and accommodate approved planned growth within Ontario's city limits. For these reasons, no impacts related to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing will occur. Mitigation measures are not needed.

MITIGATION:
None required.

15. PUBLIC SERVICES

15.1 Regulatory Compliance

The Ontario Plan

The Project will implement sustainability goals outlined in the Environmental Resources Element of The Ontario Plan for landscape irrigation with recycled water. The Environmental Resources Element incorporates goals and objectives for planned implementation of sustainability hallmarks for water, waste, energy, air quality, and natural resources management within city limits.

Ontario Municipal Code

Ontario provides plan check review on improvements to verify the level of public service requirements and consistency with Ontario's standards for service delivery. Plan check also incorporates input from service purveyors so that all service needs are met for new construction. Ontario requires developers to either make improvements to fill gaps in existing services or pay impact fees upon the issuance of permits, to fund services including parks, schools, police, fire, roadways, storm drainage, water, and sewer infrastructure.

15.2 Existing Conditions

Fire Protection

The Project is within the bounds of the City of Ontario Fire Department (OFD) service area. Ontario's Fire Department provides fire protection, emergency medical, hazardous materials, and other services to residents and businesses within its area of service. There are ten (10) fire stations throughout Ontario, which contain 227 personnel (186 firefighters; 41 professional staff members). According to The Ontario Plan, the ten fire stations servicing the Project Area, contain nine (9) four- person paramedic engine companies, three (3) four- person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, one (1) fire investigation supervisor, and two battalion chiefs (The Ontario Plan, 2022). At each Station, the Ontario Fire Department mandates 4-person engine companies, which include two paramedics, and 4-person truck companies at all times (OFD 2022). The closest Stations to the Project are the Ontario Fire Department (425 E B Street, Ontario, CA 91764), approximately 100 feet east from the proposed lateral along E. B Street servicing the City Hall and adjacent buildings; Station 4 (N Mountain Ave, Ontario, CA 91762), located approximately 1.2 miles west from 4th Street and Euclid Avenue intersection; and Station 9 (2661 E Grand Park Street, Ontario, CA 91762), located approximately 2.6 miles south of E. Riverside Drive and the Cucamonga Creek. Ontario strives to maintain a travel time of 4 minute or less at least 90 percent of the time with full responses at low/medium hazard fires within 8 minutes of a 911 call at least 90 percent of the time and within 10 minutes for high hazard (The Ontario Plan, 2022).

Police Protection

The City of Ontario Police Department (OPD) will provide police protection to the Project during construction. The OPD responds to an average of 200,000 calls for service per year; therefore, the OPD has allotted 300 police officers to meet demands within city limits. The service area is divided into the West Area Command, East Area Command, and South Area Command; the Project is within both the West Area Command and the South Area Command. The main OPD is located at 2500 South Archibald Avenue, approximately 1.5 miles north of the south part of the Project along E. Riverside Drive. To meet and accommodate future demands, the OPD participates in a mutual aid agreement with the San Bernadino County Sheriff to ensure response times are kept to a minimum (The Ontario Plan, 2022).

Schools
The Project is within the Chaffey Join Union High School District (CJUHSD), Ontario-Montclair School District, and Chino Valley Unified School District. During the 2020-21 school year, the local school districts had the following enrollment: 23,854 students for CJUHSD; 19,286 for Ontario-Montclair School District; and 27,333 students for Chino Valley Unified School District (The Ontario Plan, 2022). The closest schools to the Project are Chaffey High School, approximately 0.2 miles north of the 4th Street and Euclid Avenue intersection; Vina Danks Middle School, approximately 0.3 miles from the 4th Street and Euclid Avenue intersection; St. George Catholic Church School, approximately 0.2 miles west from Euclid Avenue and E. D Street intersection; and Levi H. Dickey Elementary School, approximately 0.2 miles from S. Parco Avenue and E. Riverside Drive intersection. According to The Ontario Plan, many school districts within Ontario can accommodate future buildout of the approved Land Use Map and proposed population increases.

Parks
Parks close to the Project include James R. Bryant, a neighborhood park[9] located at the site of the proposed lateral near the southeast corner of N. San Antonio Avenue and W. Flora Street; Ontario Town Square, a minipark[10], located approximately 50 feet east of E. C Street and Lemon Avenue; and Whispering Lakes Golf Course, a special use park[11], located approximately 100 feet from E. Riverside Drive & S. Whispering Lakes Lane.

Other Public Facilities
Ontario is part of the Inland Library System, containing 19 independent libraries, two (2) of which are located within city limits. The closest library to the proposed Project is part of the Inland Library System, located along E. C Street, directly adjacent to the Ovitt Family Community Library at 215 E. C Street.

15.3 Project Impacts

a) 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:

i. Fire Protection?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. During construction the Project would require temporary partial lane closures. An approved traffic control plan will be implemented during construction to facilitate acceptable through access. This will allow services to function according to City standards during construction and would avoid significant impacts to the function to the Fire Department during construction. The closest Fire Station is located at 425 E B Street, Ontario, CA 91764, approximately 100 feet from the proposed recycled water lateral along E. B Street. Ontario shall implement mitigation measure **MM PUB-01: Coordination with Local**

[9] According to the City of Ontario, "Community Parks are usually 5 to 30 acres and contain larger park facilities such as multipurpose fields, pools, and sports courts. Community parks serve the daily recreational needs of their local neighborhood as well as the broader community. This means they serve residents within a 15-minute walk and within a 5- minute drive. Most community parks in Ontario also have community centers that provide a wide range of programs and services and accommodate special events, recreation programs, offices, and community services" (The Ontario Plan, 2022).
[10] According to the City of Ontario, "Miniparks and Neighborhood Parks are generally less than 5 acres and serve residents within a 15-minute walk. Although they tend to focus more on passive recreation, they play an important role in providing outdoor access for neighborhoods. Open grassy areas, picnic tables, walkways, and playgrounds are typical park amenities" (The Ontariol Plan, 2022).
[11] According to the City of Ontario, "Special Use Parks are park areas that provide unique recreation opportunities. They often serve the recreation needs of specific groups of people but are always publicly available" (The Ontario Plan, 2022).

Agencies and Neighborhoods so that local agencies review and have input on the traffic control plan prior to approval to reduce construction impacts on fire protection services throughout construction.

The Project does not propose to increase population or density beyond what has been considered and approved in The Ontario Plan. Therefore, Project implementation would not require an additional fire station or fire services. Likewise, the Project does not permanently modify land use requiring fire services beyond what has already been identified in The Ontario Plan. The standard application of Ontario's plan check, inspection, and design criteria will confirm the appropriate implementation of fire protection performance objectives for the Project during construction and will facilitate continuous fire protection within the Local Vicinity.

For these reasons, impacts are considered less than significant with mitigation incorporated.

MITIGATION:
MM PUB-01: Coordination with Local Agencies for Traffic Control. Prior to finalizing the traffic control plan, Ontario's City Engineering Division must ensure coordination occurs between Local Agencies within Ontario City Limits including Ontario Fire Department, Ontario Parks and Recreation Department, San Bernadino Sherrif's Department, City Hall, and Ontario Police Department, Chaffey Join Union High School District (CJUHSD), Ontario-Montclair School District, Chino Valley Unified School District, and Inland Library System. Coordination between Local Agencies shall include advance planning on the construction schedule so that active construction does not coincide with classes and special events. Coordination shall also involve distribution of Project information including but not limited to temporary street signs with the dates of proposed construction, mailers and door tags with a description of activities and timeframes for each neighborhood.

ii. Police Protection?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. See Section 15.3, Discussion of Effects a) i. The Project is a part of the Recycled Water Master Plan and is intended to benefit Ontario. The contractor is responsible for continuous implementation of safety measures during construction; this includes implementation of an approved traffic control plan that will facilitate continuous access during construction. The Ontario Municipal Code requires implementation of safety measures by the contractor during construction so that risk from use of heavy equipment, materials, and construction/crew activity is reduced. The MMRP for the Project also includes mitigation measures to reduce risk due to hazards and hazardous materials. Therefore, the Project will not significantly impact service needs and the level of police protection. The Project is intended to achieve sustainability goals and objectives in The Ontario Plan and does not propose to increase population or change land use beyond what has already been considered and approved in the GP EIR.

During construction an approved traffic control plan will be followed pursuant to mitigation measure **MM TRAF-01: Traffic Control Plan** and notification of the Project will be circulated pursuant to mitigation measure **MM PUB-01: Coordination with Local Agencies and Neighborhoods**. The traffic control plan and coordination will allow services to function according to Ontario's service standards, and access will remain open to the Police Department throughout the areas of disturbance and along the Project. Compliance between the City Police Department traffic control guidelines and the traffic control plan for the Project will result in less than significant impacts. The proposed Project will not increase population or change land use within the Project Area.

As a result, less than significant long-term impacts to police protection are expected with the implementation of Mitigation Measure **MM TRAF-01: Traffic Control Plan and MM PUB-01: Coordination with Local Agencies and Neighborhoods.**

MITIGATION:
MM PUB-01: Coordination with Local Agencies for Traffic Control.
MM TRAF-01: Traffic Control Plan.
MM HAZ-01: Coordination with Local Schools/School Districts.
MM HAZ-02: Hazards and Hazardous Materials Manifest and Plan.

iii. ***Schools?***

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. As mentioned with Section 15.2 Existing Conditions, the Project is closest to Chaffey High School, Vina Danks Middle School, St. George Catholic Church School, and Levi H. Dickey Elementary School. The Project will not increase population or result in changes to existing and planned enrollment. The Project is consistent with the goals and policies of The Ontario Plan and will promote sustainable landscape irrigation of existing parks and open space; it will not result in impacts beyond what was previously considered in the GP EIR. During construction, the Project could result in temporary, short-term localized impacts from traffic, emissions, and noise near the closest educational facilities. Mitigation measures and BMPs presented in the MMRP for the Project will result in less than significant impacts. A traffic control plan will be approved by Ontario and implemented by the contractor during construction pursuant to **MM TRAF-01: Traffic Control Plan**, so that adequate access to schools is available. It is recommended that Project construction near schools be planned to occur before and after drop-off and pickup. The contractor shall coordinate with local school districts and neighborhoods by preparing and distributing a construction schedule and signs posting construction dates; the schedule should be planned so that construction near schools does not coincide with classes and special events. Coordination shall include street signs, mailers, and door tags pursuant to **MM PUB-01: Coordination with Local Agencies and Neighborhoods.**

As a result, less than significant impacts are anticipated with the implementation of Mitigation Measure **MM PUB-01: Coordination with Local Agencies and Neighborhoods.**

MITIGATION:
MM PUB-01: Coordination with Local Agencies for Traffic Control.

iv. ***Parks?***

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. See Section 15, Discussion of Effects a) i through iii. The Project does not propose to change land use or increase population; therefore, increased demand for parks would not result from Project implementation. A lateral is proposed to extend south from W. Flora Street toward James R. Bryant Park resulting in temporary, localized impacts related to park access and use at the north end of the park. These impacts may include localized air emissions, noise, construction barrier, and traffic, which are anticipated to be temporary and less than significant with the implementation of mitigation measures in the MMRP for the Project. The park will return to pre-Project conditions once construction has been completed. The Project is consistent with long-term plans for sustainable water use and approved land use plans for buildout of Ontario. The Project is a planned improvement and has been considered and approved within The Ontario Plan.

Project construction will be within City ROW; therefore, an approved traffic control plan will be implemented in compliance with City Standard Specifications. Mitigation measure **MM PUB-01: Coordination with Local Agencies** will be implemented to reduce short-term, temporary impacts during construction. Mitigation measures for traffic control, noise and air emissions are also proposed to reduce construction impacts. As a result, Project impacts are less than significant with mitigation to existing park land adjacent to the Project. Over the long-term, the Project will facilitate sustainable permanent irrigation of parks and open space within Ontario. Less than significant impacts with mitigation are anticipated.

MITIGATION:
MM PUB-01: Coordination with Local Agencies for Traffic Control.

v. Other public facilities?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. As mentioned above, the Ovitt Family Community Library at 215 E C Street, is directly next to the proposed alignment along E. C Street. Access to the library facilities may be impacted temporarily during construction at this location; therefore, the Project will implement the following mitigation measures to reduce impacts related to library access: **MM TRAF-01: Traffic Control Plan and MM PUB-01: Coordination with Local Agencies and Neighborhoods**; mitigation measures will provide continuous access to the library and will reduce potentially significant impacts to a less than significant levels.

MITIGATION:

MM PUB-01: Coordination with Local Agencies for Traffic Control and MM TRAF-01: Traffic Control Plan.

16. RECREATION

16.1 Regulatory Compliance

The Quimby Act

The Quimby Act of 1965, Section 66477 of the California Government Code, enables local governments, cities, or counties to require the dedication of land or impose a requirement of the payment of the in-lieu fees for development of community parks as well as setting minimal standards for parks.

City of Ontario Recreation and Parks Master Plan

The Ontario Recreation and Parks Master Plan was adopted in August 2021 for planning infrastructure and program improvements so that Ontario has a premier parks system. The Master Plan also prioritized and recommended the following:

- Find opportunities to include small plazas and passive recreational elements at city facilities or park spaces such as the Euclid Avenue center median;
- Find areas where linear parks may occur such as the Euclid Avenue center median;
- Look to enhancing arterial and collector street such as Euclid Avenue, Riverside Drive, Mission Boulevard, Mountain Avenue, and Francis Street;
- Identify two opportunity park areas for James R. Bryant Park to help address level of service gaps such as playground expansion or additional picnic areas.

16.2 Existing Conditions

Ontario contains approximately 481 acres of parkland, which consists of "7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 1 regional park" (Ontario GP EIR, 2022). The closest parks to the Project are as follows and will be served by new laterals that will be constructed with the Project: James R. Bryant, a neighborhood park located south of W. Flora Street; Ontario Town Square, a minipark, located approximately 50 feet east of E. C Street and N. Lemon Avenue; and Whispering Lakes Golf Course, a special use park, located approximately 100 feet from Riverside Drive & S. Whispering Lakes Lane. The Project will also provide laterals on the east side of the Euclid Avenue median, north of E. Holt Boulevard for irrigation of passive public open space within the median between 4th street and E. Holt Boulevard.

16.3 Project Impacts

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?

DISCUSSION OF EFFECTS:

Less than Significant Impact. Project implementation does not propose changes in land use that will create permanently increased employment, housing, or local population. Therefore, the Project will not result in substantive increased use of existing neighborhood and regional parks. The Project will temporarily increase daytime, weekday population within the APE during periods of active construction; however, significantly increased park uses, resulting in substantial or accelerated physical deterioration of nearby parks, is not expected during construction due to the size of the Project and anticipated size of the construction crew.

As a result, the Project will have less than significant impact on recreational facilities. No Mitigation Measures are required.

MITIGATION:

None required.

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?

DISCUSSION OF EFFECTS:

No Impact. See Section 16, Discussion of Effects a). The Project will expand Ontario's recycled water system and will not permanently change demand for recreational facilities or result in increased use or expansion of existing recreational facilities. The Project will facilitate sustainable long-term maintenance of parks and open space in Ontario; it will extend laterals from the new recycled water mains to the existing irrigation within existing parks and open space: James R. Bryant Park, Euclid Avenue median, and Ontario Town Square Park. During construction the contractor will be required to implement mitigation measures and BMPs from the approved MMRP for the Project to reduce physical effects of construction within the existing parks and open space to less than significance. Upon completion, the Project will restore areas affected by construction to pre-Project conditions. Therefore, the Project will have no significant temporary or permanent impacts related to construction or expansion of recreational facilities and no additional mitigation is required.

MITIGATION:

None required.

17. TRANSPORTATION

17.1 Regulatory Compliance

CEQA Guidelines

In December 2018, CEQA Guidelines Section 15064.3, subdivision (b) was adopted by the California Natural Resources Agency. The updated guidelines require evaluation of a project's transportation impacts using "vehicle miles traveled" (VMT) for describing levels of significant impacts. The updated guidelines focus on shifting the focus of CEQA impact analysis from roadway congestion and driver delay to GHG reductions and reduced VMT with multimodal networks and mixed land uses.

City of Ontario Traffic Management Center

In partnership with the San Bernadino County Transportation Authority (SBCTA), Ontario constructed a traffic management center (TMC) to accelerate the implementation of traffic signal coordination, ramp metering, and technology enhancement projects, to reduce emissions.

The key functions of the TMC are the following:

- Implement a dynamic selection of traffic signal timings;
- Implement transit signal priority;
- Provide coordination among various agencies;
- Monitor traffic signal equipment, and dispatch resources to fix malfunctioning equipment;
- Provide traffic detection and surveillance;
- Modify arterial traffic signal timing when an incident occurs on a freeway;
- Manage incidents and special events or emergency evacuations; and
- Store data for long term archives and offline analysis.

VMT Thresholds

Ontario has established VMT Thresholds of significance in their "City of Ontario Resolution Adopting Vehicle Miles Travelled Thresholds", (June 2020). The thresholds established by Ontario include the following:

- ***Criterion 1: Origin Destination (OD) Method VMT/SP***. Any increase in the citywide average VMT per service population (VMT/SP) of TOP 2050 (Proposed Project) compared to the current TOP (Approved Project) would be considered a significant impact.
- ***Criterion 2: Boundary Method Total VMT***. Any increase in the total citywide daily VMT of the TOP 2050 (Proposed Project) calculated using the Boundary Method compared to the current TOP (Approved Project) would be considered a significant impact.

17.2 Existing Conditions

The Project will occur within City ROW for parks, open space, and improved streets with the following road designations and existing conditions:

Euclid Avenue is a north/south City arterial, historic district, and mixed-use corridor. Within the Euclid Avenue ROW, there are bike lanes and sharrows in both north and southbound directions. Euclid Avenue is pedestrian friendly and provides sidewalks on both sides or the street, crosswalks, and pedestrian walkways. According to The Ontario Plan, Euclid Avenue also serves a designated evacuation and truck route. Euclid Avenue is also a Bus Rapid Transit (BRT) Corridor, which is a corridor intended to reduce VMT. The BRT along Euclid Avenue is an essential public transit route within Ontario. See *Section 17. Transportation*, regarding Ontario's mobility (Ontario 2020).

4th Street is a 2-lane collector street running east-west, approximately 35-feet-wide, traversing through Ontario's historic district. This ROW includes a Class III[12] Bicycle Boulevard and serves multiple transportation functions including a pedestrian walkway and street parking on either side of Right-of-Way; 4th Street is a designated Evacuation Route according to The Ontario Plan.

W. F Street, N. Vine Avenue, and W. Flora Street are city collector streets, 35-feet wide within primarily residential areas of Ontario's downtown district. These roadways contain pedestrian walkways along either side of the paved travel lanes. These local roadways do not have designated bikeways; bicycle access is shared with vehicular access pursuant to Ontario's Complete Streets Model in City Policy *M-1.4: Complete Streets*.

E. C Street is a minor arterial, with no designated bikeways. Diagonal street parking is located along the east bound lane; and pedestrian walkways are on either side of the ROW.

E. B Street, E. E Street, and W. Lemon Street are minor arterials with pedestrian walkways along either side of the ROW and shared vehicular and bicycle access.

E. Riverside Drive is an east west 6-lane minor arterial within Ontario's Old Model Colony containing a Class II[13] Bicycle Lane, and pedestrian walkways along the westbound lane. The Ontario Plan, *Figure 5.17-5: Evacuation Routes*, indicates that Riverside Drive is a designated evacuation route.

17.3 Project Impacts

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

DISCUSSION OF EFFECTS:
Less than Significant Impact. The Project will be constructed within Ontario's ROW under an approved traffic control plan. The Project is proposed in an urbanized area with an existing street grid that provides multiple alternative access routes. The Project will contribute minimal vehicle trips per day during construction. There will be no permanent changes in VMT from the Project. Access for construction will occur from existing regional and local roadways, which are connected to improved ROW grid within Ontario. Construction of the Project is subject to the standard application of Ontario's plan check and inspection process, to verify compliance with City programs, plans, ordinances, and policies for the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project will support long-term sustainable maintenance of Euclid Avenue.

For the reasons above, less than significant impacts are anticipated; no Mitigation Measures are needed.

MITIGATION:
None required.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. CEQA Guidelines Section 15064.3, subdivision (b) pertains to Project-generated VMT, efficient operation of transit, and accessible multi-modal travel. The Project does not

[12] According to the City of Ontario, a Class III bicycle boulevard is located "on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less" (The Ontario Plan, 2022).
[13] According to the City of Ontario, Class II bicycle lanes are the preferred path of travel and consist of "dedicated land along streets, with no parking allowed in the bike lane" (The Ontario Plan, 2022).

propose changes to existing or approved land use and will not facilitate permanently increased traffic, increased VMT, or any permanent changes in existing ROW conditions.

The Project will implement mitigation measures **MM TRAF-01: Traffic Control Plan and MM TRAF-02: Encroachment Permit**, to maintain efficient travel within the ROW during construction. Implementation of mitigation measures for the Project will reduce temporary Project impacts to less than significant levels.

MITIGATION:
MM TRAF-01: Traffic Control Plan (TCP).
MM TRAF-02: Encroachment Permit

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

DISCUSSION OF EFFECTS:
No Impact. The Project will be constructed below ground surface and will not implement above ground features that could result in either permanent or temporary hazards from a geometric design feature. Work within public ROW requires review and approval of an encroachment permit by Ontario, which will include a traffic control plan with BMPS such as temporary barriers and detours. Therefore, no impacts are anticipated.

MITIGATION:
None required.

d) Result in inadequate emergency access?

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. Project construction involves the use of larger, slower moving vehicles and equipment that could result in traffic delay within the Local Vicinity during periods of active construction. Implementation of Mitigation Measure **MM TRAF-01: Traffic Control Plan** will require continuous access according to City standards within the APE during construction

As a result, the Project anticipates less than significant impacts due to the implementation of Mitigation Measure **MM TRAF-01: Traffic Control Plan**.

MITIGATION:
MM TRAF-01: Traffic Control Plan.

18. TRIBAL CULTURAL RESOURCES

18.1 Regulatory Compliance

AB 52

The Legislature added requirements regarding tribal cultural resources for CEQA in Assembly Bill 52 (AB 52) that took effect July 1, 2015. AB 52 requires consultation with California Native American tribes and consideration of tribal cultural resources in the CEQA process. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. To help determine whether a project may have such an effect, the PRC requires a Lead Agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a Project.

PRC Section 21074 defines "Tribal cultural resources as any of the following "Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources and/or (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. This may include 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 Section 5024.1 for the purposes of this paragraph, the Lead Agency shall consider the significance of the resource to a California Native American tribe."

During AB52 consultation for SCH# 2016081019, formal Tribal Consultation was conducted, and no specific concerns were identified. The Gabrieleno Band of Mission Indians/Kizh Nation requested to monitor specific ground disturbing activities and previous mitigation measure V-02 was added for this reason. This mitigation measure has been incorporated into the MMRP for the Project.

MM TCR-03: Gabrieleno Band of Mission Indians- Kizh Nation- Prior to issuance of a grading permit and ground disturbance, the Project applicant shall contact the Gabrieleno Band of Mission Indians-Kizh Nation and provide the tribe with written notification of the Project's ground disturbing activities and provide the tribe an opportunity to have a tribal monitor on-site during these activities, if required. A copy of the written notification shall be provided to the Ontario Municipal Utilities Department (OMUC) prior to the issuance of the first grading permit and ground disturbance.

18.2 Existing Conditions

Within the APE for the Project, Euclid Avenue was constructed between 1882 and 1884 under supervision of George and William Chaffey. The segment of Euclid Avenue ROW between G Street and I-10 is a contributor to the Designated Euclid Avenue Ontario Local Historic District, and the segment of Euclid Avenue ROW between G Street and the railroad overpass is a contributor to the proposed Downtown Ontario Local Historic District. Due to its listing on the National Register and its status as a district contributor on the local level, Euclid Avenue ROW qualifies as a historical resource under CEQA. Based on observations made during the field visit and substantial background research, BCR Consulting has verified that Euclid Avenue remains intact within the APE for the Project; furthermore, these cultural resources identified during the records search indicate sensitivity for buried cultural resources within the APE and Local Vicinity.

Ontario initiated formal AB 52 Native American Consultation on November 5, 2024, and received a letter on November 14, 2024, from the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) requesting mitigation measures. The Project is within Serrano ancestral territory and is of interest to

the Tribe. The Tribe's letter states that they do not have any concerns with the Project as currently planned at this time, based on the nature, location, and the Cultural Resources Management Department's present state of knowledge on the APE for the Project. The Tribe has requested that mitigation measures be included for CEQA compliance which require that work immediately surrounding any found buried resources be temporarily halted within a 60-foot radius so Ontario's archaeologist can evaluate the resources and the Tribe can be notified for input regarding the significance, appropriate next steps, monitoring, and treatment of cultural and Tribal resources. Therefore, mitigation measures **CUL-01: Archaeological and Historical Monitoring, CUL-03: Worker Environmental Awareness Training, and CUL-04: Human Remains and Funerary Objects** have been modified to incorporate mitigation for establishment of a temporary no-work buffer and assessment/input from the tribe if buried resources are found; these mitigation measures also require a monitoring and treatment plan for pre-contact cultural resources and 100-foot radius buffer for assessment of human remains and funerary objects by the coroner and Most Likely Descendent pursuant to State Health and Safety Code §7050.5.
In addition, the Tribe requested the following mitigation measure be added to the MMRP for the Project for compliance with AB52:

> "1. The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan.
> This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site. "
>
> "2. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project."

18.3 Project Impacts

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:

i. 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

DISCUSSION OF EFFECTS:
Less than Significant with Mitigation Incorporated. The Project requires the use of heavy equipment, trucks, earthwork, and tree work within proximity to resources that are listed or eligible for listing in the CRHR and local register of historical resources. Proposed work includes trenching, pipeline construction, connections with exiting irrigation systems, and tree maintenance including removal/replacements. Therefore, Project construction could result in potentially significant direct and indirect impacts to buried resources defined in Public Resources Code § 21074. The cultural records search for the Project indicated that the APE and Local Vicinity, where the Project is located, has been occupied since the late 1800's; there are 23 previous cultural resource studies conducted in this area, and 29 cultural resources have been identified within a half-mile resource radius of the Project. Based on the nature, location, and existing data on cultural resources in the APE for the Project, Tribal consultation for the Project for AB52 compliance has resulted in incorporation of Tribal mitigation measures in the MMRP for CEQA compliance. Mitigation measures for the Project require that the Tribe be notified if buried resources are encountered during construction and for Tribal input regarding the

significance, appropriate next steps, monitoring, and treatment of cultural and Tribal resources found during construction. All archaeological/cultural documents generated during the life of the project shall be made available to the Tribe. See mitigation measures **TCR-01: Pre-contact Cultural Resources and TCR:02: Records and Documents.**

Therefore, based on the formal AB 52 consultation with the Yuhaaviatam of San Manuel Nation, impacts to tribal cultural resources pursuant to Public Resources Code Section 21074 and 5020.1(k) are less than significant with implementation of the following mitigation measures: Measure **MM CUL-01: Archeological Monitoring, MM CUL-02: Vibration Monitoring, MM CUL-03: Worker Environmental Awareness Training, CUL-06: Cultural Resource Discoveries, TCR-01: Pre-contact Cultural Resources, and TCR-02: Records and Documents.** As a result of proposed mitigation, it is not anticipated that the Project will not have significant impacts on resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. See Section 5. Cultural Resources for more information.

MITIGATION:
MM CUL-01: Archeological Monitoring.
MM CUL-02: Vibration Monitoring.
MM CUL-03: Worker Environmental Awareness Training,
MM CUL-06: Cultural Resource Discoveries.
MM TCR-01: Pre-contact Cultural Resources.
MM TCR-02: Records and Documents.

ii. *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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.*

DISCUSSION OF EFFECTS:
Less than Significant Impact with Mitigation Incorporated. See Discussion of Effects a) above. The Project will be implemented within an area where the presence of historical resources pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1 are documented. Mitigation measures have been included in the MMRP for the Project to reduce significant impacts on cultural resources to less than significant levels. Proposed earthwork and tree removal/replacements that are proposed with the Project may encounter buried resources of significance pursuant to criteria set forth in subdivision (c) of Public Resource Code § 5024.1. The implementation of mitigation measures for the Project, which have been requested by the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) during formal tribal consultation with Ontario pursuant to AB52, will reduce impacts to less than significant levels. See Section 5. Cultural Resources for more information.

MITIGATION:
MM CUL-01: Archeological Monitoring.
MM CUL-02: Vibration Monitoring.
MM CUL-03: Worker Environmental Awareness Training,
MM CUL-06: Cultural Resource Discoveries,
MM TCR-01: Pre-contact Cultural Resources.
MM TCR-02: Records and Documents.

19. UTILITIES AND SERVICES

19.1 Regulatory Compliance

City of Ontario Recycled Water Master Plan
Planned buildout of Ontario, as outlined in the in the certified GP EIR, indicates the need for development of additional housing as well as supporting commercial, industrial, public facilities, and infrastructure improvements that promote sustainability to offset impacts from development and increased population within city limits. Improvements that were identified in the Ontario 2020 Recycled Water Master Plan and The Ontario Plan are intended to achieve the following objectives:

- Extend the recycled water system in the Ontario Ranch service area;
- Extend the recycled water to the Creekside conversion project areas;
- Convert large irrigation meters/users to recycled water;
- Convert parks and school landscaping to recycled water; and
- Convert current agricultural land to recycled water.

Ontario's Water Master Plan proposes additional pump stations and a total of 51.9-miles of pipeline of which 12.2 miles of new pipeline would be constructed in the next five years. Proposed recycled water improvements will help Ontario sustainably meet potable water demand from buildout of The Ontario Plan Land Use Map. Currently, demand in Ontario totals 9,655-acre feet per year. By 2045, demand is anticipated to double; therefore, through the Recycled Water Master Plan, Ontario plans to convert to recycled water irrigation where possible to conserve potable water and lower costs (recycled water is approximately 60 percent the price of potable water) (Ontario GP EIR, 2022). Ontario's Water Master Plan and CIP includes the "Euclid Avenue Recycled Water System" (Original Project) as a planned improvement (see ***Figure 7. Recycled Water Distribution Project Phases and Components***).

City of Ontario Municipal Code
Ontario's Municipal Code contains the following directives pertaining to water supply and conservation, which are applicable to the proposed Project:

- **Chapter 8A, Water Conservation Plan:** This section of the code provides the steps to be taken to minimize the potential for a water shortage through water conservation and the enactment of policies to be implemented during various stages of water shortages.
- **Chapter 8C, Recycled Water Use**: The purpose of this chapter is to establish procedures, specifications, and limitations on the development and operation of recycled water facilities and systems within Ontario's service area and adopt rules and regulations controlling such use. The section includes rates, fees, charges, and deposits for obtaining recycled water service.

Inland Empire Utilities Agency
The Inland Empire Utilities Agency (IEUA) maintains a regularly updated Sewer System Management Plan. The Plan accesses existing infrastructure to plan for infrastructure development required for future buildout due to growing demands for treatment, conveyance, and delivery of treated water.

19.2 Existing Conditions

Water and Wastewater
Within City Limits, wastewater treatment and water services are provided by IEUA. Notable water and wastewater facilities are 24-inch recycled water mains owned and operated by Inland Empire Utilities Agency along 4th Street and traversing north south parallel to the Cucamonga Channel.

Water demands have risen steadily due to the implementation of The Ontario Plan and growth experienced within City Limits, the IEUA in conjunction with the City of Ontario are working towards expanding the recycled water infrastructure pursuant to Ontario's Recycled Water Master Plan, The Ontario Plan, and Municipal Code water supply and conversation measures.

Storm Drainage System
Ontario maintains storm drains throughout Ontario. Storm drain facilities within the Euclid Avenue and E. Riverside Drive Right-of-Way include curb and gutter, underground pipelines, catch basins and inlets.

Solid Waste Collection
Ontario provides its own solid waste collection via the Integrated Waste Department of OMUC. Recycling and green waste are taken to the West Valley Materials Facilities in Fontana; while, waste is taken to either Badlands Sanitary Landfill, located in Moreno Valley approximately 35 miles east, or El Sobrante Landfill, located in Corona approximately 23 miles southeast.

19.3 Project Impacts

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?

DISCUSSION OF EFFECTS:
Less than Significant Impact. The Project is being designed to avoid direct impacts on existing utilities. Prior to start of construction, locations of existing utilities will be verified in the field, so construction will avoid direct impacts to existing utilities; therefore, relocation of existing utilities will not be required for the proposed Project. The Project will temporarily disconnect fixtures within the APE from Ontario's potable water system, install recycled water pipeline, new connections and laterals within existing parks and open space and will not require new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities. The Project will reconnect water fountains within the APE to Ontario's existing potable water system pursuant to mitigation measure **MM UTL-02: Reconnection of Water Fountains.** Upon completion of construction, Ontario shall verify that all water fountains within the Project footprint are reconnected to Ontario's potable water system. Significant impacts on water service will not occur.

MITIGATION:
MM UTL-02: Reconnection of Water Fountains.

b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

DISCUSSION OF EFFECTS:
No Impact. The Project will make more water available for urban uses and does not propose improvements that would increase population or density or generation additional demand on water supplies; it is proposed for irrigation of existing parks and open space with recycled water. Plans for the Project indicate Project consistency with the of Ontario's Recycled Water Master Plan; it will improve Ontario's recycled water infrastructure to facilitate planned future buildout of The Ontario Plan Land Use Map and Recycled Water Master Plan. The Project will extend Ontario's recycled water distribution pipes to connect to IEUA's existing recycled water mains along Euclid Avenue at 4th street and in E. Riverside Drive to serve the Downtown District and Euclid Avenue Historic District as well as existing parks and open space north of E. Riverside Drive.

As a result, no impacts are foreseen, as the Project is not anticipated to substantially impact water supplies. The Project will increase the availability of recycled water and will make more potable water available in the foreseeable future development during normal and multiple dry years. No Mitigation Measures are needed.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
No Impact. Wastewater flows are treated by IEUA Recycling Plant #1 (RP-1), which as a treatment capacity of 44 MGD, and Recycling Plant #2 (RP-2), which has a treatment capacity of 16.3 MGD These facilities treat wastewater on a large-scale and also convey water to Los Angeles Sanitation District for treatment and disposal; if treated to drinking water standards, it is considered suitable for distribution and use for landscape irrigation and industrial users (Ontario GP EIR, 2022). Within the APE for the Project along W. F Street, N. Vine Avenue, W. Flora Street, E. B Street, E. C Street, and E. Riverside Drive, 12-inch to 24-inch gravity mains are located within the public-Right-of-Way.

The Project will not generate wastewater for treatment at IEUA Recycling Plants #1 and #2. IEUA would not experience increased capacity due to Project activities. Therefore, changes to the facilities existing commitments are not anticipated from construction and long-term operation of the Project. No impacts are anticipated, and Mitigation Measures are not required for the Project.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
Less than Significant Impact. The California Integrated Waste Management Board (CIWMB) oversees, manages, and tracks waste generated within California. Assembly Bill (AB) 939 and Senate Bill 1322 shaped the CIWMB and require that all California cities and counties implement programs to reduce, recycle, and compost at least 50 percent of wastes by 2000 (PRC Section 41780). To remain compliant with CIWMB, cities and counties track diverted waste by counting the materials disposed at landfills and subtracting from the base-year amount.

The Project does not propose to increase population or density. Therefore, Project implementation will not permanently increase waste management services or require approval of a revised or new Waste Management and Recycling Plan beyond what has already been evaluated in the approved The Ontario Plan and certified GP EIR. The Project will install new infrastructure and may result in disposal of some debris during construction. As a result, the contractor must comply with Assembly Bill 939 by diverting and recycling waste. The contract will also implement good housekeeping practices according to the California Stormwater BMPs Handbook pursuant to Standard Condition **SC UTL-01: Waste Management Plan** for the Project, which will include temporary lidded bin for collection, disposal, recycling, and transport of construction waste.

Upon completion of construction, no additional waste would result from Project implementation; regular disposal agreements/ methods are not required. During Project construction Standard Condition **SC UTL-01:**

Waste Management Plan will be implemented to prevent minimize impacts throughout Project construction. No Mitigation Measures are needed.

MITIGATION:
None required. However, the following Standard Condition applies: **SC UTL-01: Waste Management Plan.**

e) ***Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

DISCUSSION OF EFFECTS:
No Impact. The Project will not increase solid waste production over the long-term, since the Project does not propose to increase population or construct new development. The proposed extension of Ontario's recycled water system will facilitate sustainable water use, implement water conservation, and enhance reliability of water services for Ontario's consumer base. Therefore, no impacts are anticipated, and no Mitigation Measures are required.

MITIGATION:
None required.

20. WILDFIRE

20.1 Regulatory Compliance

2019 CEQA Guidelines

In 2019, CEQA Guidelines were amended to address the need to evaluate wildfire impacts since it has worsened in recent history. While wildfires have been prevalent throughout California's history, more acres of California have burned in the past decade than in the previous 90 years (CALFIRE, Top 20 Largest California Wildfires 2022). Wildfires typically result from human activities, downed powerlines, electrical sources, residential development and industrial facilities" (CA Attorney General 2022). As development expands, residential development has the potential to expand into wildland-urban interfaces. Approximately one-third of California's housing units are currently located within these areas (CA Attorney General 2022). As a result of the increased wildfire risks within the state of California, CEQA recognizes best practices to disclose, analyze, and mitigate wildfire impacts can be found within local jurisdictions by utilizing general plan documents.

CALFIRE Fire Hazard Severity Zones

The CALFIRE Hazard Severity Zone (FHSZs) is "a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard" (CALFIRE 2022). CALFIRE released a FHSZ Viewer that identifies areas where wildfires are prone to occur (CALFIRE FHSZ Viewer, 2022). The utilization of this tool is meant to limit wildfire damage in preliminary phases of planning to mitigate and prevent activities or land uses that would cause greater risk for a wildfire. According to CALFIRE's FHSZ Viewer, the Project is not within designated Fire Hazard Severity Zones (CALFIRE FHSZ Viewer). The closest lands that are categorized as such are east and west of the Project Location, approximately 15 and 18 miles from the Project, outside of City Limits.

20.2 Existing Conditions

The Project is in a completely urbanized area. Land use surrounding the Project are on an east-west/north-south street grid and primarily consist of public facilities, mixed-use, and low to medium density residential land use along the Euclid Avenue corridor and within the Downtown District near James R. Bryant Park, west of Euclid Avenue; agriculture is found south of E. Riverside Drive. The existing street grid provides ample access alternatives for fire response throughout Ontario. According to CALFIRE's FHSZ Viewer, the Project is not within designated Fire Hazard Severity Zones (CALFIRE FHSZ Viewer). The closest lands that are categorized as such are north and south of the Project Location, approximately 15 and 18 miles from E. Holt Boulevard and Euclid Avenue.

The Project is within an area that is served by Ontario Fire Department (Station 3 & 6). Station 3 is located at 1408 E. Francis St, Ontario, CA 91761, approximately 3.3 miles southeast from the E. Holt Boulevard and Euclid Avenue intersection. Station 6 is located at 2931 E Philadelphia St, Ontario, CA 91761, approximately 1.9 miles northeast of the E. Riverside Drive and Cucamonga Creek (See **Figure 2: Local Vicinity Map**). Reference *Section 9. Hazards and Hazardous Materials: Existing Conditions* for additional information regarding emergency response and Station personnel/ equipment.

20.3 Project Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. Reference 5.20.2- Existing Conditions. The Project is primarily within the Euclid Avenue ROW; W. F Street; N. Vine Avenue; W. Flora Street; E. B Street; E. C Street; and E. Riverside Drive. According to Ontario's GP EIR, Euclid Avenue and E. Riverside Drive are designated

evacuation routes. As mentioned within Section 9. Hazards and Hazardous Waste, Discussion of Effects e), the Project will implement a traffic control plan pursuant to Mitigation Measure **MM TRAF-01: Traffic Control Plan** to ensure emergency access and safety throughout construction activities are maintained.

The Project will not involve significant impacts to evacuation routes and emergency response plans within vulnerable, fire-prone areas and will require no additional or unique emergency response services. Use of heavy equipment and trucks within the APE will involve use of traffic control and detours in areas of active construction to reduce impacts on evacuation routes and emergency access within Ontario's circulation system to less than significant levels. To mitigate significant impairments to the local roadways and evacuation routes, the Project will implement a traffic control plan pursuant to Mitigation Measure **MM TRAF-01: Traffic Control Plan**. The proposed traffic control plan will be reviewed and approved by the City departments including the Fire Department to verify that City standards will be met for emergency and fire response. Active Project construction will involve 60 to 80 linear foot segments each day and will be restored with temporary backfill or trench plates at the end of each day.

The contractor will be required to establish a Hazards and Hazardous Materials Manifest and Plan pursuant to **MM HAZ-02** to reduce risk and hazards in construction areas. In the event of an emergency, fire stations closest to the Project will assist in providing response and may assist with evacuation during disasters. See Section 20.2-Existing Conditions for more information. As a result of the reasons above, the Project will implement Project Mitigation Measures **MM HAZ-02: Hazards and Hazardous Materials Manifest and Plan** and **MM TRAF-01: Traffic Control Plan** during Project construction to reduce impacts to a less than significant level.

MITIGATION:
MM TRAF-01: Traffic Control Plan.
MM HAZ-02: Hazards and Hazardous Materials Manifest and 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?

DISCUSSION OF EFFECTS:
Less than Significant Impact. See Discussion of Effects 5.20.3, a). The Project is within an urbanized area and not within a CALFIRE Fire Hazard Severity Zone. The APE for the Project has similar slope, prevailing winds and other features that are found throughout the Local Vicinity and downtown Ontario. The Project does not propose development that will result in additional permanent occupancy within the APE. The Project will temporarily increase daytime population within active areas of construction. Construction activities are required to comply with CalOSHA and City standards for safety and will reduce risks to less than significant levels.

As a result, the impacts due to slope, prevailing winds, and other factors related to wildfire are less than significant.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
Less than Significant Impact. The Project will be implemented within the existing City ROW, in an area that is fully developed and served by existing utilities and access from a developed street grid. The Project will construct new mains and laterals as well as repurpose some existing laterals within an urbanized locations that are

currently served by many existing utility lines; therefore, the Project will not install infrastructure that will require additional maintenance or exacerbate fire risk either temporarily or permanently resulting in ongoing impacts to the environment.

For the reasons above, implementation of the Project will not exceed what has already been considered and approved by certified GP EIR, the Project will not result in additional impacts due to Project implementation.

MITIGATION:
None required.

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?

DISCUSSION OF EFFECTS:
No Impact. See Discussion of Effects 5.20.3, a) through c). According to CALFIRE's Fire Hazard Safety Zone Map, the area is designated as Local Responsibility exhibiting no high-moderate fire hazards. The Project is not located in an area with slopes or other unique features that are associated with elevated risk from post-fire flooding and landslides due to wildfire. The Project is in an urbanized environment with gently sloping terrain. Existing land use and the plans for infrastructure proposed with the Project indicate compliance with Ontario's Municipal Code and will be verified during the standard application of Ontario's plan check and inspection processes during construction.

For these reasons, impacts are less than significant. No Mitigation Measures are needed.

MITIGATION:
None required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

21.1 Project Impacts

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?

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. The Project is consistent with the scope, assumptions and conclusions for recycled water distribution and use in the Ontario Plan and WMP; it will not have significant impacts beyond what have been identified in the certified GP EIR and previously certified IS/MND SCH# 2016081019 in this regard. Due to the scope of the Project construction (60 to 80 LF of construction daily), location within an existing developed ROW (paved streets open space, and parks) and required implementation of Engineering Standards and conditions by the City of Ontario as well as implementation of mitigation measures for the Project pursuant to the MMRP, substantial degradation of major periods of California history or prehistory, environmental quality, habitat, wildlife populations, plants or animals would not result either directly or indirectly with the implementation of the MMRP.

The Project will implement mitigation measures to protect nesting birds, Euclid Avenue CDF, historical structures, and Heritage trees: Implementation of **MM AES-01 through MM AES-07,** biological resources (MM BIO-01: Preconstruction Nesting Bird Clearance Survey and **MM BIO-01: Preconstruction Nesting Bird Clearance Survey** will result in less than significant impacts with mitigation.

Project impacts on air quality, water quality that could impact the environment and indirectly impact wildlife and plants, will be reduced to less than significant levels with the implementation of measures listed in the MMRP, to reduce indirect impacts from emissions of dust, pollution, and hazardous materials and potential for emergencies during construction: **MM HAZ-01: Coordination with Local School District and MM HAZ-02: Hazardous Materials Manifest and Plan; MM HYDRO-01: SWPPP and MM HYDRO-02: Limitation on Construction During Storm Events, BMP NOI-01: Construction Equipment and MM NOI-01: Construction Noise; MM PUB-01: Coordination with Local Agencies and Neighborhoods; MM TRAF-01: Traffic Control Plan (TCP); and SC UTL-01: Waste Management Plan**. The Project will implement Tribal mitigation measures **MM TCR-01 through TCR-03** and **MM CUL-04: Human Remains and Funerary Objects** resulting in less than significant impacts on Tribal Cultural Resources and PALEO-01 resulting in less than significant impacts on paleontological resources.

Project impacts on the Euclid Avenue Historic Property will be reduced to less than significant levels with the implementation of mitigation measures **MM AES-01 through MM AES-07 and CUL-01 through CUL-06**, which require monitoring by the City's Archaeologist meeting SOIS standards.

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.)

DISCUSSION OF EFFECTS:

Less than Significant with Mitigation Incorporated. The Project was considered in the analysis for the approved GP, The Ontario Plan and certified GP EIR, and would not result in impacts that exceed what was previously identified in these documents. Ongoing operations and maintenance for the Project would not differ materially from what is now occurring. Therefore, the Project will not result in cumulative impacts beyond what was

previously reviewed and evaluated in the 2050 Ontario GP EIR and Recycled Water Master Plan. The Project will implement mitigation measures to reduce short-term, temporary construction impacts to less than significant levels.

Potentially significant short-term, temporary construction impacts have been identified for ten resources in the Project vicinity: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazardous materials, hydrology, transportation, and Tribal resources. Project impacts will be reduced to less than significant levels with the implementation of recommended mitigation measures for the Project: aesthetics (**MM AES-01 through MM AES-07 (for protection of CDF and Trees), MM BIO-01: Preconstruction Nesting Bird Clearance Survey), cultural resources (MM CUL-01 through MM CUL-06, hazardous materials (MM HAZ-01: Coordination with Local School District and MM HAZ-02: Hazardous Materials Manifest and Plan), hydrology (MM HYDRO-01: SWPPP and MM HYDRO-02: Limitation on Construction During Storm Events), transportation and wildfire (MM TRAF-01: Traffic Control Plan (TCP))**.

For the reasons stated above, the Project does not have the potential to result in cumulatively considerable impacts.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

DISCUSSION OF EFFECTS:

Less Than Significant with Mitigation Incorporated. The analysis in this report indicates that the planned extension of Ontario's recycled water distribution system will not result in permanent environmental impacts beyond what was previously analyzed in SCH# 2016081019 (ONT, 2016). Therefore, Project implementation, with the incorporation of mitigation measures will not cause permanent, long-term substantial adverse effects on human beings either directly or indirectly. The Project is proposed to support approved planned growth within Ontario and the long-term maintenance of parks and an important historical resource associated with the Euclid Avenue Historic Property and surrounding historic areas. Short-term, temporary Project impacts during construction could result from increased level of activity, proposed construction activities, and use of potentially hazardous materials during construction. Potentially significant short-term, temporary impacts will be reduced to less than significant levels with the implementation of mitigation measures listed in this document and in the MMRP for the Project, which are summarized as follows: **MM GEO-01 through MM GEO-06** (for geology and soils stability), **MM HAZ-01, MM HAZ-02** (hazards and hazardous materials manifest and plan), **MM TRAF-01 (traffic control), TRAF-02** (encroachment permit) **MM PUB-01** (coordination with schools, local agencies, and neighborhoods), **MM HYDRO-01** (storm water pollution and prevention plan), **MM HYDRO-2** (limitation on construction during storm events), **BMP NOI-01 and MM NOI** (construction noise management), **SC UTL-01** (waste management) and **MM UTL-02** (reconnection of water fountains).

EARLIER ANALYSIS

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Mitigated/Negative Declaration. Section 15063(c)(3)(D)):

1) Earlier Analyzes Used. Identify earlier analyzes used and state where they are available for review. See Section

   a) The Ontario Plan Environmental Impact Report
   b) The Ontario Plan
   c) City of Ontario Zoning
   d) City of Ontario Development Code
   e) Community Climate Action Plan
   f) City's approved Recycled Water Master Plan (SCH# 2016081019)

All documents listed above are on file with the City of Ontario Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2436.

MITIGATION MEASURES

AESTHETICS

MM AES-01: Certified Arborist-Activities for City's Certified Arborist. Prior and throughout construction, City of Ontario shall verify that the following activities are performed for preservation/protection of trees:

A. **Hire Certified Arborist.** Prior to the start of construction, the City of Ontario shall hire an ISA Certified/ ASCA consulting arborist to evaluate trees affected by construction activities.

B. **Evaluation of Declining Trees with Elevated Risk.** Prior to construction, City of Ontario's certified arborist shall individually evaluate the 163 trees that are in decline due to poor prognosis/ location, risks of failure, or defects where they pose as a liability and shall conduct field marking and install barriers for tree protection per **MM AES-02: Tree Protection During Construction** (CalPacific 2024).

C. **Construction Monitoring.** Daily throughout construction, the City's ISA Certified/ ASCA consulting arborist shall determine whether trees shall be protected in place with ongoing monitoring or removed. The City's Certified Arborist shall also monitor contractor's maintenance and initial placement of barriers to protect trees outlined in **MM AES-02: Tree Protection During Construction** (CalPacific 2024). Barrier maintenance shall be verified by the City through inspections and contractor recordkeeping during construction. Monitoring at a minimum should include: TPZ/PRZ in Segments 1, 2, and 6 within northbound (NB) Euclid Ave: North of E. G Street, between E. E Street to E. F Street and, between E. B St to E. Holt Blvd. Along E. Riverside Blvd, and near the intersections of E. Riverside Blvd at S. Baker Avenue and at S. Sultana Avenue.

D. **Ongoing Tree Monitoring.** For trees that were preserved and replaced during Project construction, the City's ISA Certified/ ASCA consulting arborist shall conduct Level 3 arborist studies, which involve 3- year monitoring, record keeping, and compliance verification by the City's Planning Department.

MM AES-02: Tree Protection During Construction: Throughout construction, the contractor shall verify that the following measures are implemented to establish a protected radius encircling each tree along the construction alignment. All parts of each tree, including the roots, canopies, trunks, and tree branches, shall be protected. The protected area is referred to as the Protected Root Zone/Tree Protection Zone (TPZ/PRZ)[14]. Contractor compliance with required tree protection in the TPZ/RPZ shall be monitored and verified for compliance with this mitigation measure by the City's Certified Arborist and verified by the City during construction inspections for the Project in City Right-of-Way and on private property within landscaped areas and hardscape:

A. Fencing or Suitable Alternative Barrier for Existing Tree Protection: Existing trees shall be identified and preserved with protective fencing or suitable alternative to form a TPZ/PRZ encircling the outermost edge of the tree canopy to protect tree roots growing typically within the top 18-inch to 24-inch of the soil. The TPZ/PRZ is defined by measuring "critical root radius" and is more accurate than the dripline for determining the effective protection of trees. To calculate critical root radius, measure the tree's diameter (dB) 4.5 feet above the ground, measured in inches. For each diameter inch, 1 to 1.5 feet of TPZ/PRZ is required for critical root radius protection. For a trees diameter at breast height (dbh) of 10 inches, a PRZ/TPZ of 10 to 15 feet is required (City of Ontario Development Code, Revised 20151201).

B. Soil Compaction: Throughout construction the contractor shall verify that soil and roots in the PRZ/TPZ are protected from compaction with a layer of geotextile fabric and 6 inches of crushed gravel in landscape areas that may be used for driveways, storage or parking.

C. Mulching Prior to Construction: The contractor shall apply a 4"-6" layer of mulch in the PRZ/TPZ, 1 foot

[14] A Protected Root Zone/Tree Protection Zone (PRZ/TPZ) is defined by a Certified Arborist and marks the roots and soil within the tree's critical root zone. The terms TPZ and PRZ have the same meaning.

away from the trunk, before construction begins pursuant to specifications on the approved Plans and Specifications for the Project.

D. Construction within the PRZ/TPZ: Where work is proposed to occur within and in the vicinity of the PRZ/TPZ, the contractor and City's Certified Arborist shall verify that trees are identified and preserved with protective fencing or suitable alternative barrier to within a 10-foot radius of the trunk or as directed by the City's Certified Arborist. Work within the PRZ/TPZ shall be monitored for compliance with the Plans and Specifications for the Project by the City's Certified Arborist. A record of compliance shall be retained at the construction trailer by the Contractor. Protective barriers shall be installed under supervision of the City's Certified Arborist prior to any earthwork and barriers shall remain until construction is complete, or until adjacent construction activity no longer threatens tree health. Fencing shall be three to four feet in height and installed at the outermost edge of the PRZ/TPZ or 10- foot radius, whichever is greater. The temporary fencing shall be chain link fencing or other City approved durable material (e.g. snow fencing). Signs stating "Tree Protection Zone – Keep Out" shall be posted either on the fence or stakes. See Appendix C, Figure 3 a- d & Figure 4 a-c. (City of Ontario Development Code, Revised 20151201).

iv. **Equipment**- No construction or staging equipment is allowed within the PRZ/TPZ including use/transport of heavy equipment that will compact and damage the roots.

v. **Trash-** No disposal of construction materials or products including paint, plaster or chemical solutions are allowed in the PRZ/TPZ.

vi. **Fill-** Natural or preconstruction grade shall be maintained within the PRZ/TPZ. At no time shall soil be in contact with the tree trunk above the root flare.

iv. **Irrigation-** The PRZ/TPZ should be irrigated sufficiently with clean water to keep the tree in good health and vigor before, during, and after construction. Watering should be coordinated with the contractor pursuant to the recommendations of the City's Certified Arborist and deep watering may be necessary on a weekly basis. The depth of irrigation to roots shall be verified on a regular basis during monitoring by the City's Certified Arborist and during City inspections.

v. **Earthwork within the PRZ/TPZ-** Either an air spade and/or hand tools shall be used by the contractor as directed and supervised by the City's Certified Arborist.

E. Trench Lines: The contractor's trench Lines shall avoid the PRZ/TPZ to the greatest extent feasible. If utilities are present within the PRZ/TPZ, trenches shall be re-routed or bored under trees at a minimum of 36-inches deep, as monitored by the City's Certified Arborist and verified through City inspections.

F. Root Cutting: During root cutting, exposed major roots greater than 2 inches in diameter or within 5 feet of the trunk) shall not be ripped by construction equipment. Instead, they shall be cut cleanly, if possible, back to a lateral branching root. Cuts shall be clean and made at right angles to the roots and made by the contractor under supervision of the City's Certified Arborist.

G. Pruning: Pruning for clearance by the contractor, if needed, shall be done to prevent damaging branches with large equipment. All above ground pruning shall be in accordance with Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) per the most recent edition of ANSI Z133.1 and as supervised by the City's certified arborist and verified through City inspections, as follows:

i. **Private Trees-** Prune any limbs or tree structures that would compromise the safety of workers under the tree during construction activity; this should be done at the discretion of the contractor and upon approval of the homeowner.

ii. **Bracing-** If needed, use guy wires and other effective bracing methods to secure trees.

iii. **Hand Tools/Air Spade-** Expose roots for trimming with hand tools or an air spade as required/supervised by the City's Certified Arborist. Contractor shall not use large construction machinery such as a backhoe or excavator.

iv. **Root Pruning-** Under Certified Arborist supervision, contractor shall hand-prune all necessary root structures less than 2 inches with sharp loppers or hand pruners and with a pruning saw or other similar

tool for larger roots. Disinfect the pruners and other cutting tools between trees to avoid disease contamination. Isopropyl alcohol (70%) is effective to clean the tools. The further away from the tree that the roots can be cut, the better it is.

v. **Backfill-** Backfill to assure stability of each tree leaving bracing in place at the direction of the City's Certified Arborist and pursuant to Plans Specifications and notes on the approved landscape plan as verified through City inspections. (Based on recommendations from CalPacific Arborist Report, 2024).

vi. **Post Earthwork Requirement-** The contractor shall apply absorbent tarp or heavy cloth fabric overlain by compost or wood chip mulch to cover new grade cuts or as directed by the City's Certified Arborist and verified by the City through inspections.

vii. **Post Construction Grades**- Contractor shall return and maintain surfaces to natural or preconstruction grade within the PRZ/TPZ. Implementation shall be verified through City inspections.

H. Pruning Cuts: The Contractor and City's Certified Arborist shall verify pruning cuts or damaged bark is cut clean to heal. No tree seal or paint shall be used after pruning.

I. Critical Root Zone Monitoring by Certified Arborist: The City's Certified Arborist shall monitor during construction for tree stability and health in areas where more than 33% of the root zone is impacted, if cut roots have a diameter greater than 2 inches, or if roots cuts within 5 feet of the trunk are needed. Cuts should be clean and at right angles to the roots and cut back to the branching lateral. Monitoring records of cutting shall be kept on file at the construction trailer by the contractor. See MM AES-01.

J. PRZ/TPZ Monitoring during Construction- Construction precautions employed under supervision of the City's Certified Arborist to protect sensitive root zones from undue soil compaction shall be maintained by the contractor throughout construction. Staging shall be limited to areas outside of PRZ/TPZ's without specific authorization from the City's Certified Arborist. Certified Arborist monitoring throughout construction within the PRZ/TPZ is required and shall be verified by the City of Ontario and Contractor through a written log and daily record keeping available for review at the construction trailer during construction inspections.

K. Irrigation- The PRZ/TPZ shall be irrigated according to the current City irrigation regime to avoid additional stress on the trees. The City's Arborist shall be notified by the contractor of installation of new and modified irrigation components; these areas shall be monitored by the City's Certified Arborist within the PRZ/TPZ and verified through City inspections.

L. Fencing Maintenance- In areas where protective fencing is installed for trees City inspections shall verify that the Contractor and City's Arborist conduct daily inspections and take corrective action to verify correct placement and effectiveness of protective fencing or equivalent barriers.

i. Protective fencing or an equivalent barrier should be placed at the outer edge of the PRZ/TPZ under the supervision of the City's Certified Arborist. The contractor shall be responsible for monitoring the appropriate maintenance of the fence throughout construction as verified by City's Certified Arborist and inspectors.

ii. Protective fencing or an equivalent barrier must be established and maintained by the contractor and verified by the City's Arborist and through City inspections so that barriers are visible and structurally sound enough to deter construction equipment, foot traffic, and the storing of equipment under tree canopies.

iii. Signs notifying sub-contractors and construction crews of the fines for dumping should be maintained on fencing/barriers around trees by the contractor and verified through City Arborist monitoring and City inspections. Oil from construction equipment, cement, concrete washout, acid washes, paint, and solvents are toxic to tree roots and are not allowed in the PRZ/TPZ. (Based on recommendations from CalPacific Arborist Report, 2024).

MM AES-03: Tunneling: Prior to the finalization of Project plans, the City of Ontario Utilities Department shall verify that tunneling for the proposed utility lines occurs at a depth of three-foot or greater grade under trees where impacts may occur to their structural root systems. It is imperative that structural roots (and any

residual taproot (depending on species) be preserved within the Critical Root Zone (CRZ), which is the area immediately adjacent to the trunk where roots essential for tree health and stability are located. Tunneling within the CRZ must be avoided. The table below shows the recommended placement of entrance and exit pits (according to ISA BMPs) for a tunneling auger and machinery within the PRZ/TPZ to protect CRZ. Avoid any trenching within the PRZ/TPZ plus four radial feet. Any trenching in the vicinity of a tree should be setback radially.

Recommended Tree Face- Auger Distance

Tree Diameter (DBH) *Inches*	Minimum Offset Distance from Trunk Face *Feet*	Minimum Length of Bore Hole *Inches*
2	1	2
3	2	3
5	5	5
10	8	10
15	12	15
20	15	20

Source: Managing Trees During Construction, Second Edition- Best Management Practices, Fite et al, 2016.
(Based on recommendations from CalPacific Arborist Report, 2024)

MM AES-04: Hydro Excavation: If it is not possible to operate outside of the PRZ/TPZ and tunneling is not a feasible alternative, the City's Certified Arborist must be consulted to assess and monitor the conditions and identify methods that will minimize impact to trees. Minimally invasive hydro-vac or hydro-excavation is a technique that may be used under supervision of the City's Certified Arborist's to strategically and carefully remove soil within the root zone without significantly damaging the root tissue. This technique uses high pressure air or water to clear a pathway for utilities routed within the root zone, but it must be used by a carefully trained and proficient crew.

MM AES-05: Tree and Landscaping Replacement Plan: Prior to the start of construction, the City of Ontario Utilities Department shall verify and approve the Plans, Specifications and Estimates for the Project, including a tree and landscaping replacement plan for the entire Project that is prepared by a licensed landscape architect, horticulturalist, certified arborist, or other related professional. The landscape plan shall be reviewed and approved by the City's Historical Preservation Subcommittee and the City Planning Department and implemented throughout construction by the contractor as verified by the City through City Arborist monitoring and city inspections. The landscaping plan implementation shall comply with the Euclid Avenue Historic Property Treatment and Management Plan (HPTMP) for protection of CDF[16] trees (see **MM CUL-06**), City Landscape Development Guidelines for water conservation and recycled water irrigation systems, and the Tree Ordinance for tree removal/replacements. The Tree and Landscaping Plan shall include:

A. Public Notice for Tree Removal. Prior to the removal of any trees the residents shall be notified by the City of Ontario if their trees have been preliminarily assessed as being in poor condition (health, stature, location, risk, etc.). The notification shall include the following.

Resident:

"As part of our efforts to improve the existing utilities in your area, a certified arborist has evaluated the trees in the vicinity of your property. You may have noticed a small aluminum tag affixed to several trees on or near your property. Your tree has been determined to possess a condition (poor health, stature, location, etc.) that warrants additional evaluation. It is highly recommended that you consider asking a local arborist certified

[16] The Euclid Avenue Historic Property Treatment and Management Plan (HPTMP) lists of Character Defining Features (CDF) for Euclid Avenue. CDF must be protected in place or restored under supervision of the City's Archaeologist

by the International Society of Arboriculture (ISA) to evaluate your tree. Please consider accessing the ISA website at h1ps://www.isa-arbor.com." (Based on recommendations from CalPacific Arborist Report, 2024).

B. **Tree Replacement and Landscaping Replacement:** If death to any landscaping or tree occurs during construction or within the three-year post-construction monitoring period, replacement shall occur within a timely manner, or immediately as described in sections i., ii., and iii below. The damage or removal of any Heritage Tree or CDF tree (see **MM CUL-06**) that are protected pursuant to the City's Development Code, or encroachment into a PRZ/TPZ or CRZ, shall require an evaluation by the City's Certified Arborist as to the resulting condition, prescribed treatment to repair the damage, tree replacement if removed, and monetary value of the tree if removed or damaged beyond repair.
C. **Replacement of Heritage Trees and Landscaping-**Healthy Heritage Trees that are approved for removal shall be replaced at a ratio of 2:1 except within HPTMP boundaries. (Tree and Landscape Restoration within the HPTMP shall be 1:1 and is described in **MM CUL-06: Historic Restoration**). Non-status trees may be mitigated at a 1:1 ratio with quality, locally grown nursery stock comprised of a mix of 24-in boxed and 15-gallon specimens so that the total size of replacements are equal to removed trees. In addition, the Planning Department has an approved list of tree species that must be considered, however with Heritage Trees, a like-kind species must be considered. Replacement tree maintenance shall follow recommendations for soil amendments, linear root barriers, backfill, and irrigation as shown on the approved landscape plans for the Project. Implementation of all recommended parameters are to be implemented at the discretion of the Planning Director. (Based on recommendations from CalPacific Arborist Report, 2024).

MM AES-06: Protection in Place and Construction Monitoring for CDF and Historic Structures: During construction, the City of Ontario, Utilities Department shall provide construction monitoring by the City's Archaeologist (who meets the Secretary of Interior's Standards for education and experience) and a geotechnical engineer licensed to work in California. Monitoring shall be provided for earthwork, pipeline construction, connections within the Euclid Avenue parkway and median, and irrigation system modifications, throughout the Project Alignment, and within 25 feet of any CDF. This work is further detailed in **MM CUL-01 through MM CUL-06.**

MM AES-07: Permanent Above-grade Equipment: Prior to the start of construction, the City of Ontario Utilities Department shall verify that all above grade related equipment shall be screened from public view by any combination of non-reflective paint to match surrounding area, collocation on existing light fixtures or poles, and/or through a stealth design.

AIR QUALITY

AQ-01: Fugitive Dust Control: City of Ontario Utilities Department shall verify that the following measures shall be incorporated into Project plans and specifications and implemented throughout construction:

A. High Winds- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.

B. Watering- The contractor shall verify that all disturbed areas within the Project are watered with complete coverage of disturbed areas at least two times a day, preferably in the mid-morning, afternoon, and after work is done for the day. Additional watering can be applied if fugitive dust is observed leaving the Project site.

C. Speed Limit- The contractor shall ensure that construction traffic speeds on the Project site are reduced to 10 miles per hour or less.

D. Idling- Plans, specifications and contract documents shall direct that a sign must be posted on-site stating that construction workers shall not idle diesel engines in excess of five minutes.

E. Equipment- During grading activity, all construction equipment greater than 150 horsepower shall be CARB Tier 3 Certified.

F. Paints- Only Zero-Volatile Organic Compounds" paints (no more than 150 gram/liter of VOC) and/or High-

Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used if painting occurs within the footprint of the Project.

G. **Track out-** Install and maintain track out control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (e.g., Install wheel shakers, wheel washers, and limit site access.
H. **Stable Crust-** Reestablish stable surfaces on all roadways, driveways, sidewalks, etc., shall be completed after grading and earthwork, unless seeding or soil binders or covering is used in travel areas.
I. **Covered Truckloads-** When materials are transported off-site, all material truckloads shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
J. **Street Sweeping-** All streets shall be swept at least once daily using SCAQMD Rule 1186 certified street sweepers if visible soil materials are carried to adjacent streets.
K. **Dust Control-** The contractor or City's Utilities Department shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent dust offsite.
L. **Public Contact-** Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
M. **Materials/Stockpiles-** Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered as necessary to minimize fugitive dust.
N. **Electric Equipment-** Use electric construction equipment where technically feasible, i.e., a competent electronic version of the equipment is commercially available.

AQ-02: Exhaust Emissions Control: Equipment emissions shall be minimized by the contractor throughout construction with the following practices documented in the contractor's compliance log and verified by the City of Ontario during construction inspections.

A. **Equipment Maintenance-** Utilize well-tuned off-road construction equipment.
B. **Tier-3-** Establish a preference for contractors using Tier 3-rated or better heavy equipment.
C. **Idling-** Enforce 5-minute idling limits for both on-road trucks and off- road equipment.

BIOLOGICAL RESOURCES

MM HYDRO-01: SWPPP and **MM HYDRO-02: Limitation on Construction During Storm Events.** See Section 10. Hydrology and Water Quality for more information.

MM BIO-01: Preconstruction Bird Nesting Clearance Survey: Prior to construction, the City of Ontario shall retain a biologist to conduct preconstruction nesting surveys and establish buffers for active nests if needed. If construction occurs between February 1st and August 31st, the Contractor and City of Ontario shall schedule a pre-construction clearance survey for nesting birds within three (3) days of the start of mobilization, vegetation removal, tree work, or ground disturbance to ensure that no nesting birds will be disturbed during construction. The biologist shall provide a report of findings to the contractor and City.

A. **Retain a Qualified Biologist-** The City of Ontario shall retain a qualified biologist to conduct the clearance survey that should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.
B. **Buffers for Active Nests-** If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the City's Biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances.

Establishment of Buffers for Active Nests and Limits of Construction- Buffers will be established to avoid an active nest by the City's Biologist in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. The City's Biologist should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is

not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

CULTURAL RESOURCES

MM CUL-01: Archeological and Historical Monitoring (Modified from previously approved Mitigation Measures **PREV MM VI-03: Cultural Resources**).

A. Retain a Qualified Archaeological Monitor- Prior to mobilization, the City's qualified archaeological monitor meeting SOIS standards shall be retained by the City of Ontario for establishing protection buffers prior to construction and monitoring cultural resources throughout construction.

B. CDF Buffers - The City's archaeological monitor shall establish buffers for CDF structures and features prior to mobilization and the monitor shall observe all construction activities involving earthwork, staging, access, construction, and tree work within 20 feet of CDF structures and features. This includes materials deliveries, access, trenching, any tree work, and ground disturbance activities for pipe installations, irrigation system modifications, tree removal/replacements within 25 feet of any CDF features such as trees, masonry and granite curbs, scored sidewalks, and structures identified on Figures 2A and 2B.

C. CDF Structure Monitoring - CDF Structures that are to be protected in place, avoided, and monitored by the City's archaeologist throughout construction. The monitor shall have the authority to halt and redirect work if damage to CDF structures is detected and to recommend alternative construction methods to minimize impacts such as use of non-mechanized hand tools and hand digging. The following CDF structures are to be monitored during construction by the City:

- **i.** Bandstand (north of E. C Street);
- **ii.** Veterans Obelisk (north of E. B Street);
- **iii.** Mule Car (south of E. B Street);
- **iv.** Women's Temperance Union Drinking Fountain (north of E. C Street);
- **v.** Armstrong rose beds;
- **vi.** King Standard Lampposts and reconstructed lampposts (both referred to as vintage streetlights);
- **vii.** Granite and concrete curb and gutter; and,
- **viii.** Scored sidewalks in the parkways.

D. Buried Resources Monitoring – The City of Ontario shall provide monitors during all earthwork in native soil. The City of Ontario shall verify throughout construction that monitoring is carried out under the direct supervision of a cultural resources professional who meets the U.S. Secretary of the Interior's Professional Qualification Standards for archaeology. The monitor would be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist and Tribal representative can evaluate it. (See **MM TCR-01: Pre-contact Cultural Resources and MM TCR-02: Records and Documents**). In the event of a new find, salvage excavation and reporting would be required. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- **i.** Historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- **ii.** Historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- **iii.** Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- **iv.** Groundstone artifacts, including mortars, pestles, and grinding slabs;

v. dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks; and

vi. Human remains and Funerary objects.

MMM CUL-02: Vibration Monitoring: Prior to approval of final improvement plans and specifications, the City Engineer or designated representative shall verify that the plans show both a 50-foot radius from trenches and a 100-foot radius between proposed driven shoring systems and historic era structures and resources (P-36-15982: Euclid Avenue; P-36-15983: Mule Car and railroad tracks; P-36-16417: San Bernadino-Sonora Road). During construction, the City's licensed geotechnical engineer for the Project will utilize these areas for vibration monitoring and settlement monitoring where plans show excavations will be deeper than 10 feet and the need for shoring is established or for work within the Project Alignment and adjacent to the Euclid Avenue center median.

MM CUL-03: Worker Environmental Awareness Training: The Ontario Utilities Department shall schedule and hold a worker environmental awareness (WEAP) training prior to contractor mobilization. The purpose of the training is to, alert field personnel to the possibility of buried prehistoric or historic cultural deposits, fossils, and CDF avoidance and protection as well as next steps if resources are encountered or damage occurs.

MM CUL-04: Human Remains and Funerary Objects. If human remains are encountered during any project activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

MM CUL-05: Protection and Restoration of Masonry and Structures. Prior to start of construction a contractor experienced in historical restorations shall be retained for the Project by the City for the purpose of restoring historic-age masonry (granite cobblestone curbs), curbs, gutters, and sidewalks, structures and CDFs that may be damaged during construction. Said restoration must be completed prior to issuance of certificate of completion to the contractor by the City.

A. Masonry and structures shall be avoided, protected in place, and preserved to the greatest extent feasible by the City's contractor during construction as follows:

i. **CDF Protection in Place.** Granite cobblestone curbs (defined as CDFs) must be protected in place throughout the entire Euclid Avenue median and within much of the Euclid Avenue parkway and in other parts of the downtown. Archaeological monitoring is required within 25 feet of these CDF. The City's monitors will have the authority to halt and redirect work if there are signs of damage to CDF.

ii. **CDF Avoidance (Off-site Storage and Reinstallation).** Construction activities should avoid granite cobblestone curbs where feasible. This involves establishment of buffers and avoidance or these CDF features can be carefully removed, stored/protected, and reinstalled by the Contractor under supervision of the City's monitoring archaeologist.

iii. **CDF Preservation and Restoration.** Where avoidance is not feasible, the overall design, spatial relationships, and visual character of the CDF and granite cobblestone curbs aligning the Euclid Avenue parkways [and throughout the downtown northern portion of the project alignment (See **Figure 2a and MM CUL-06**)] should be preserved and maintained to the greatest extent feasible or restored by the City's historical contractor:

a) Retain existing granite cobblestone and concrete curbs and historic-age sidewalks by creating

barriers/buffers between active construction or staging and these CDF features.

b) Carefully remove existing granite cobblestone and concrete curbs and historic-age sidewalks (CUL-05, a, ii) prior to construction and replace once construction is complete.

c) Repair damaged concrete by patching with new that duplicates the old in strength, composition, color, and texture.

d) Replace severely deteriorated or missing portions of granite cobblestone and concrete curbs in kind to match extant originals.

1. Replacement cobblestone curbs should be replaced consistently with a plan developed by the City.

2. When sections of modern concrete curb replace the original cobblestone curbs, these should be replaced with cobblestone curbs per the Euclid Avenue Historic Property Treatment and Maintenance Plan to re-establish historic continuity as much as possible.

3. Do not paint the existing historic cobblestone and concrete curbs; remove paint from such features as appropriate (Caltrans 2023:46).

MM CUL-06: Historic Restoration. Trees that are identified for removal with the project or that are incidentally damaged or die during the three- year monitoring period shall be replaced according to Mitigation Measures **MM AES-01 through AES-05**. Restorations shall adhere to the following guidance and input from the City's arborist and landscape architect for the Project regarding planting and care:

A. CDF Trees – CDF trees are any of the double row of pepper trees in the Euclid Avenue median, any silk oak trees in the Euclid Avenue Parkway, and any oaks planted in the parkway between Holt Boulevard and G Street. (Per the Euclid Avenue Historic Preservation, Treatment, and Maintenance Plan, individual severely damaged trees should be replaced in kind or with a species compatible with the historic character of the historic property). New trees of a compatible species can be planted to complete gaps in continuous tree rows to restore the original landscape design of the parkways and median and overall visual character of the Euclid Avenue historic property.

i. **Size -** 60-inch boxed replacement trees will be planted at a 1:1 ratio in compliance with the HPTMP.

ii. **Species -** Schinus molle (California pepper) shall be installed as replacement trees within the Euclid Avenue median. Grevillea robusta (silk oak) shall be installed as replacement trees in the Euclid Avenue parkway. Arbutus unedo (strawberry tree) shall be installed as replacement trees alongFlora Street. W. Flora Street.

iii. **Planting Methods –** Planting methods including staking, soil amendments, and backfill shall be field verified for consistency with approved landscape plans by the City's Arborist throughout construction.

iv. **Irrigation –** Irrigation shall be field verified for consistency with approved landscape plans by the City's Arborist throughout construction.

B. Heritage Trees – Preservation is the preferred method of mitigation for Heritage Trees. Where preservation is not feasible, Mitigation Measures MM AES-01 through AES-06 will be implemented. The following shall apply to trees of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

i. **Size–** Large or old trees located in the City, with a trunk diameter of 18 inches or greater, measured at 54 inches above natural grade; or

ii. **Association-** Historical significance due to association with an historic building, site, street, person, or event; or

iii. **Neighborhood Landmarks-** It is a defining landmark or significant outstanding feature of a neighborhood or district, or typical of early Ontario landscapes, including [i] Camphor Tree (Cinnamomum camphora), [ii] Cedrus deodara (deodar cedar), [iii] Platanus acerifolia, [iv] Quercus suber (cork oak), [v] Quercus ilex (holly oak), or [vi] Schinus molle (Peruvian pepper); or

iv. **Native Trees-** The term "Native Tree" means any one of the following California native tree species, which has a trunk diameter of more than 8 inches, measured at 54 inches above natural grade, including [i] Platanus racemosa (California Sycamore), [ii] Pinus torreyana (Torrey Pine), [iii] Quercus agrifolia (Coast Live Oak), [iv] Quercus engelmannii (Engelmann Oak), [v] Quercus lobata (Valley Oak), or [vi] Umbellularia californica (California Bay).

v. **Scored Sidewalks–** Scored sidewalks (defined as CDFs in the Euclid Avenue Historic Preservation, Treatment, and Maintenance Plan) are located throughout much of the Euclid Avenue parkway and in other parts of the downtown northern project area shown on Figure 2A and shall be avoided/protected in place with barriers or equivalent methods approved by the City's Archaeologist. The contractor's installation and maintenance of these barriers during staging, construction access, and throughout construction of recycled water laterals and connections between the new pipeline with existing infrastructure shall be monitored by the City's Archaeologist. Staging, access, and construction activities should avoid granite cobblestone curbs where feasible. Where avoidance is not feasible, the overall design, spatial relationships, and visual character of the scored concrete sidewalks along the Euclid Avenue parkways [and throughout the downtown portion of the Project as shown on Figure 2A] should be preserved and maintained to the greatest extent feasible, by implementing the following restorations:

a) **Sidewalk Widths -** Maintain existing sidewalk width.
b) **Scoring-** Retain extant sidewalks with historic scored concrete pattern throughout.
c) **Sidewalk Repairs-** Repair any damaged concrete by patching with new concrete that duplicates the old in strength, composition, color, and texture.
d) **Sidewalk Replacement -** severely deteriorated or missing portions of historic sidewalk in kind to match the extant historic concrete sidewalks in composition, color, and texture.
e) **Sidewalk Stamps-** New concrete sections that emulate the old should be stamped with the new date as to be compatible with but differentiated from the old, as to clearly be a record of its time and place as a later repair (Caltrans 2023: 47).
f) **Historic Sidewalk Stamps** – Existing sidewalk stamps shall be protected in place or carefully removed, stored, protected, and reinstalled post construction as monitored by the City's Archaeologist.

vii. Vintage Lighting– As defined CDFs in the Euclid Avenue HPTMP, vintage lighting located throughout much of the Euclid Avenue parkway and median shall be protected and avoided during construction. Impacts from staging, access, and the construction of recycled water laterals that tie new pipeline into existing infrastructure (conceptually depicted in Figure 2A and 2B) shall be avoided to the greatest extent feasible. Vintage lighting (King Standard lampposts, Cobra lampposts and replica lampposts surrounding the community bandstand) shall be retained. Appropriate treatment throughout construction, to be implemented by the contractor, within the portions of the downtown project alignment that contain vintage lighting are as follows:

a) Retaining the historic King Standard lampposts, Cobra lampposts and replica lampposts surrounding the community bandstand. These existing lampposts should be retained throughout.
b) Any damaged or deteriorated lampposts should be repaired and cleaned of corrosion as needed.
c) Replace broken or missing glass within the lanterns in kind.
d) For consistency, lampposts requiring replacement or new light post should conform to the standard plan developed by the City.
e) Where deterioration necessitates replacement, individual lampposts should be replaced in kind.
f) Where necessary to meet new safety requirements, compatible light fixtures should be added to the greatest extent feasible.

GEOLOGY AND SOILS

GEO-01: Uniform Building Code and California Building Code- The structural design and construction of new structures will be verified by the City of Ontario Utilities Department, prior to Project approval, to be in accordance with the requirements of the most recent Uniform Building Code (UBC) and California Building Code (CBC) including the latest supplements for Groundshaking Zone 4 as described in the 2001 California Building

Code Vol. 28 and all other applicable City, County, State and Federal laws, regulations and guidelines, at a minimum.

GEO-02: PREV MM VI-02: Performance Standards- The City of Ontario Utilities Department shall verify prior to Project approval that construction is designed in accordance with results to meet the following performance standard for Risk Class I & II, e.g., public facilities, as identified below:

A. Risk Class I & II, Structures Critically Needed after Disaster: Structures which are critically needed after a disaster include important utility centers, fire stations, police stations, emergency communication facilities, hospitals, and critical transportation elements such as bridges and overpasses and smaller dams.

B. Acceptable Damage: Minor non-structural; facility should remain operational and safe or be suitable for quick restoration of service.

MM GEO-03: Cover Stored Backfill- Stored backfill material shall be covered by the contractor with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sandbags shall be used to capture and hold eroded material on the Project site for future cleanup. These requirements shall be verified during the City's construction Inspections.

GEO-04: Excavated Areas- The City of Ontario Utilities Department shall verify throughout construction that excavated areas are properly backfilled and compacted. Paved areas disturbed by this Project will be repaved in such a manner that roadways and other disturbed areas are returned to as near the pre-Project condition as is feasible.

MM GEO-05: Disturbed Soils- The City of Ontario shall verify through construction inspections that all exposed, disturbed soil (trenches, stored backfill, etc.) will be sprayed with water or soil binders twice a day or more frequently if needed, by the contractor throughout construction, if fugitive dust is observed migrating from the Project.

GEO-06: Open Trench- The length of trench, which can be left open at any given time, will be verified by the contractor and the City of Ontario inspector throughout construction. Open trenches shall be limited to what is needed to reasonably perform construction activities. This will serve to reduce the amount of backfill stored onsite at any given time.

MM PALEO-01: Buried Paleontological Resources- If paleontological resources are found during earthwork, the contractor shall temporarily halt work in the immediate area surrounding the find and have the City's Archaeologist inspect/evaluate the find and consult with qualified paleontologists from the San Diego Natural History Museum who will be on call for the Project to determine proper treatments.

MM CUL-03: Worker Environmental Awareness Training in Section 5. Cultural Resources.

HAZARDS AND HAZARDOUS MATERIALS

MM HAZ-01: Coordination with Local Schools/School Districts. Prior to start of construction, the Contractor shall coordinate with the schools and school districts for nearby schools as follows: Chaffey High School, Vina Danks Middle School, Champions at Euclid Elementary, Turciz Family Daycare, St. George School, Heavenly Care Daycare and Preschool, Banal Na Pag Aral, Sunrise Children Center, and Live Oak Preschool.

A. Provide the construction schedule to school districts and to nearby schools within ¼ mile. This includes the schools in the Chaffey Joint Union High School District, Ontario-Montclair School District, and Chino Valley Unified School District, 30 days prior to start of construction:

B. Construction within 1,320 linear feet of the schools listed in MM HAZ-01, A. shall be scheduled when schools are not in session.

C. The contractor shall coordinate with the school districts and the public as follows:

i. Coordination shall occur throughout construction and consist of signage, door hangers, and updated messages on the City's website, or equivalent methods regarding the construction schedule and detours for the Project.

ii. The contractor shall keep records of this coordination at the Project Site for review by the grading and building inspectors.

MM HAZ-02: Hazardous Materials Manifest and Plan. Prior to issuance of permits and start of construction, the contractor shall provide a manifest of construction materials and a plan for proper handling, disposal, contingency, and emergency response to the Building Official and Fire Department for verification of adequate contingency measures in regard to fire prevention, hazards, and potentially hazardous materials used, stored and handled onsite during construction. This shall include a plan incorporating fencing, isolation/barriers to secure access of construction and staging areas and to separate adjacent land use from active construction. Contractor compliance shall be monitored throughout construction by the Fire Department and through City inspections.

MM TRAF-01: Traffic Control Plan. Reference Section 17. Transportation.

MM PUB-01: Coordination with Local Agencies and Neighborhoods. Reference Section 15. Public Services and Utilities.

HYDROLOGY AND WATER QUALITY

MM HYDRO-01: SWPPP: Prior to Project approval, the City of Ontario shall verify that a Project-specific Storm Water Pollution Prevention Plan (SWPPP) has been developed and implemented into the plan set for implementation by the contractor throughout construction activities. The SWPPP may include, but is not limited to the following measures:

A. Inventory of Materials and Activities that May Pollute Storm Water

i. Must include list of all construction materials that will be used and activities that will be performed that produces pollutants (*Pursuant to Section 500.3.1, City of Ontario SWPPP*);

ii. A separate list must be provided for activities that will be performed that produces sediment as a pollutant (*Pursuant to Section 500.3.1, City of Ontario SWPPP*).

B. Erosion Control

(*Pursuant to Section 500.3.4, City of Ontario SWPPP*)

i. Detail erosion control measures pursuant to CASQA Factsheet EC-1 to EC-16 implementing BMPs intended to control sedimentation and erosion in disturbed areas during construction activities. BMPs include:

a) Incorporation of erosion control into the construction schedule (EC-1).

b) Minimal land disturbance and avoidance measures in sensitive land areas (EC-2) including natural water bodies or natural drainage systems.

c) Stabilization measures in disturbed areas via Hydraulic mulch (EC-3), Hydroseeding (EC-4), Soil binders (EC-5), straw mulch (EC-6), geotextiles and mats (EC-7), wood mulching (EC-8), compost

blankets (EC-14), nonvegetative stabilization (EC-16).

d) Collect sediment-laden runoff in temporary sediment basins (EC-9), velocity dissipation devices (EC-10), slop drains (EC-11), streambank stabilization (EC-12); Soil testing prior to start of construction to ensure selection of appropriate BMPs and prepare soil for vegetation enhancements (EC-15).

C. Sediment Control

(Pursuant to Section 500.3.5, City of Ontario SWPPP)

i. Detail sediment control measures pursuant to CASQA Factsheet SE-1 to SE-14 implementing soil prevention and control measures:

a) Protect all stockpiles from stormwater run-on using temporary perimeter sediment barriers such as compost berms (SE-13), temporary silt dikes (SE-12), fiber rolls (SE- 5), silt fences (SE-1), sandbags (SE-8), gravel bags (SE-6), or biofilter bags (SE-14).

b) Detail drain inlet protection in the public right-of-way pursuant to CASQA Factsheet SE-10 implement SE-2, Sediment Basin or SE-3, Sediment Trap and/or used in conjunction with other drainage control, erosion control, and sediment control BMPs to protect the site;

D. Track-out Control (*Pursuant to Section 500.3.6, City of Ontario SWPPP*)

i. Stabilize entrance and egress from construction site to minimize track-out.

ii. Detail on-site concrete wash out area to minimize track-out.

iii. Detail stockpile management, material storage & delivery areas to minimize dust and control loose materials.

E. **Waste Management and Materials Pollution Control** (*Pursuant to Section 500.3.9, City of Ontario SWPPP*)

i. Implement waste disposal and solid waste management practices with covered waste receptacles.

ii. Locate temporary sanitary waste facilities implementing proper disposal practices including:

a) Place covered trash and recycling cans in accessible areas for use near active construction.

b) Cover and maintain dumpsters. Check frequently for leaks. Never clean a dumpster by hosing it down on-site where wash water can enter the storm drain system.

c) Dispose of trash daily.

iii. Sweeping areas around dumpsters and prohibiting the disposal of liquid chemicals or waste in dumpsters.

MM HYDRO-02: Limitation on Construction During Storm Events. Ongoing throughout construction, the Project contractor shall coordinate with the City of Ontario to halt construction during storm events to minimize the chance of flooding during open trench construction and earthworks. In the event of storm, areas of active construction shall be protected in place and covered by trench plates and protected with perimeter sandbags to minimize potential sedimentation and impacts to construction trenches.

LAND USE AND PLANNING

MM AES-01 through MM AES-10. See Section 1. Aesthetics for more information.

MM BIO-01: Preconstruction Bird Nesting Clearance Survey. See Section 4. Biological Resources.

NOISE

BMP NOI-01: Construction Noise Best Management Practices: Noise Reducing Barriers. Prior to the final approval of Project plans, the City Engineer shall verify that the construction bid documents show mandatory implementation of at least one of the following BMPs during the operation of construction equipment2 by the Project contractor:

- **Use an alternative piece of equipment that does not exceed a noise level of 80 dB at a distance of 28 feet; or**
- **Install a muffler that lowers full operational power to 80 dB or less (a reduction of 17 dB).**

Surround equipment with at least 8-foot-high solid barriers that can be made of 1-inch plywood or sound blankets during use. The goal is to provide at least 17 dB in noise reduction. The barrier must reach to the ground and be without any holes or cracks.

MM NOI-01: Construction Noise Management: Throughout Project construction, the following construction noise mitigation measures must be implemented by the Project contractor and City of Ontario for noise levels during construction activities to be considered less than significant:

1. No construction activities shall occur during the hours of 6 PM through 7 AM, Monday through Saturday and at no time shall construction activities occur on Sundays or holidays , or a declared emergency exists.
2. A noise complaint response program shall be established to respond to any noise or vibration complaints received for this Project by measuring noise levels at the affected receptor site. If the noise level exceeds an 80 dBA Leq at a residential receptor or 85 dBA Leq at a commercial receptor, the contractor will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.
3. All equipment, whether fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards. Enforcement will be accomplished by random field inspections by the City's inspectors during construction activities.
4. As applicable, all equipment shall be shut off and not left in idle when not in use.
5. Equipment shall be maintained and operated such that loads are secured from rattling or banging.
6. Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic powered equipment shall be used instead of pneumatic power.
7. No radios or other sound equipment shall be used at the Project Site unless required for emergency response by the contractor.
8. Public notice shall be given prior to initiating construction. This notice shall be provided in the form of mail or door hangers to all property owners/residents within 300 feet of the Project Site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the Project. The public notice shall encourage the adjacent residents to contact the construction supervisor in the case of a complaint. Residents would be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint.
9. Construction employees shall be trained in the proper operation and use of equipment consistent with the above-listed Mitigation Measures, including no unnecessary revving of equipment.

MM CUL-02: Vibration Monitoring. See Section 5. Cultural Resources for Mitigation Measure.

PUBLIC SERVICES

MM PUB-01: Coordination with Local Agencies for Traffic Control. Prior to finalizing the traffic control plan, Ontario's City Engineering Division must ensure coordination occurs between Local Agencies within Ontario City Limits including Ontario Fire Department, Ontario Parks and Recreation Department, San Bernadino Sherrif's Department, City Hall, and Ontario Police Department, Chaffey Join Union High School District (CJUHSD), Ontario-Montclair School District, Chino Valley Unified School District, and Inland Library System. Coordination between Local Agencies shall include advance planning on the construction schedule so that active construction does not coincide with classes and special events. Coordination shall also involve distribution of Project information including but not limited to temporary street signs with the dates of proposed construction, mailers and door tags with a description of activities and timeframes for each neighborhood.

TRANSPORTATION

MM TRAF-01: Traffic Control Plan (TCP) The contractor shall have a Traffic Control Plan approved by the City of Ontario as part of the encroachment permit for work within the streets. The TCP shall be prepared by a licensed traffic engineer, for all project-affected roadways and intersections. The traffic control plan shall comply with requirements in encroachment permits issued by the City of Ontario. The traffic control plan shall include, but not be limited to, the following measures the following measures from the City of Ontario:

1. **Maintain Vehicular Access**: Maintain the maximum amount of travel lane capacity during construction periods, with all trenches covered with steel plates during non-working hours. Provide flagger-control at all active construction sites.
2. **Construction Work Limits**: Limit the construction work zone in each block to a width that, at a minimum maintains continuous alternate one-way traffic flow past the construction zone. Alternatively, use detour signing on alternate access streets when temporary full street closure is required.
3. **Timing**: Restrict construction to non-peak traffic periods as required for specific work sites, such as schools, in encroachment permits. Weekend and night shifts may be considered in non-residential areas only.
4. **Construction Coordination**: Coordinate construction activities (time of year and duration) to minimize overlap with special events and peak use periods for parks, public facilities, City Hall, and commercial businesses.
5. **Roadway Signs**: Post advanced warning of construction activities (e.g., signs, articles in newspapers, door hangers, notices on radio/TV, etc.) to allow motorists to select alternative routes in advance and identify alternate routes and detours around construction zones.
6. **Bicycle Access**: Pursuant to City of Ontario Policy M-2.2 Bicycle System, the traffic control plan must maintain shared bicycle access on roadways with Class III Bike Lanes to ensure mobility is maintained throughout Project construction.
7. **Pedestrian Walkways**: Pursuant to City of Ontario Policy M-2.3- Pedestrian Walkways, the traffic control plan must maintain safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points throughout Project construction.
8. **Steel Trench Plates:** Install steel trench plates at the construction sites to temporarily restore access and uses within public Right-of-Way during non-working hours.

MM TRAF-02: Encroachment Permits- Prior to active Project construction, the City's Engineering and Utilities Departments, must approve and issue encroachment permits for temporary construction work within the public Right-of-Way and long-term maintenance of the recycled water mains, connections, and laterals. No new driveways would be established. Throughout Project construction, the Project contractor will be responsible for the enforcement of the temporary encroachment permit.

TRIBAL CULTURAL RESOURCES

MM CUL-01: Archeological Monitoring, **MM CUL-02: Vibration Monitoring,** and **MM CUL-03: Worker Environmental Awareness Training, MM TCR-01: Pre-contact Cultural Resources, and MM TCR-02: Records and Documents.** See Section 5.5 Cultural Resources for more information.

MM TCR-01: Pre-contact Cultural Resources- The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this

Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

MM TCR-02: Records and Documents- Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

MM TCR-03: Gabrieleno Band of Mission Indians- Kizh Nation- Prior to issuance of a grading permit and ground disturbance, the City of Ontario shall contact the Gabrieleno Band of Mission Indians-Kizh Nation and provide the tribe with written notification with a schedule of the Project's ground disturbing activities and provide the tribe an opportunity to have a tribal monitor on-site during these activities, if required. A copy of the written notification shall be provided to the City of Ontario prior to the issuance of the first permit and ground disturbance.

UTILITIES AND SERVICES

SC UTL-01: Waste Management Plan. Prior to Project construction, the City's Engineering Department shall verify that Project plans and specifications include standards conditions pertaining to good housekeeping practices and recycling. The City's standard plan check and review process will ensure the following measures are included in Project Specifications and maintain throughout active construction within the Project Area:

A. **Site Clean Up:** The Contractor shall keep the project site clean and free of dust, mud, and debris resulting from the Contractor's operations. Daily clean up throughout the project shall be required as the Contractor progresses with the work. Extra precautions and cleanup efforts shall be made prior to weekends, holidays and predicted storm events.

B. **Continuous Street Sweeping throughout active construction:** Spillage of earth, gravel, concrete, asphalt, or other materials resulting from hauling operations along or across any public traveled way shall be removed immediately by the Contractor at his expense. If site is not kept sufficiently clean, the City will take measures to clean it and back charge the Contractor.

C. **Recycling Construction Material:** Pursuant to 2019 CALGreen Building Code Section 4.408, the Project contractor shall ensure approximately 65 percent of nonhazardous construction and demolition waste is recycled and/or salvaged for reuse.

Employees and subcontractors should be trained on the proper material delivery and storage practices.

D. **Concrete Waste Management:** Refer to CASQA Factsheet WM-8.**Solid Waste Management:** Refer to CASQA Factsheet WM-5 and WM-6.

i. Select designated waste collection areas onsite.
ii. Inform trash-hauling contractors that you will accept only watertight dumpsters and recycling containers for onsite use. Inspect dumpsters for leaks and repair any dumpster that is not watertight.
iii. Locate containers in a covered area or in a secondary containment.
iv. Provide an adequate number of containers with lids or covers that can be placed over the container to keep rain out or to prevent loss of wastes when it is windy.
v. Cover waste containers at the end of each workday and when it is raining.
vi. Plan for additional containers and more frequent pickup during the demolition phase of construction.
vii. Collect site trash daily, especially during rainy and windy conditions.
viii. Remove this solid waste promptly since erosion and sediment control devices tend to collect liter.
ix. Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids,

pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.

x. Do not hose out dumpsters on the construction site. Leave dumpster cleaning to the trash hauling contractor.

xi. Arrange for regular waste collection before containers overflow.

xii. Clean up immediately if a container does spill. Make sure that construction waste is collected, removed, and disposed of only at authorized disposal areas.

E. **Material Storage and Delivery Area:** Refer to CASQA Factsheet WM-1.

i. Chemicals must be stored in watertight containers with appropriate secondary containment or in a storage shed.

ii. Temporary storage areas should be located away from vehicular traffic.

iii. Material delivery and storage areas should be located away from waterways, if possible.

iv. Employees and subcontractors should be trained on the proper material delivery and storage practices.

F. **Concrete Waste Management:** Refer to CASQA Factsheet WM-8.

i. Store dry and wet materials under cover, away from drainage areas. Refer to WM-1, Material Delivery and Storage for more information.

ii. Perform washout of concrete trucks in designated areas only, where washout will not reach stormwater.

iii. Do not wash sweepings from exposed aggregate concrete into the street or storm drain. Collect and return sweepings to aggregate base stockpile or dispose in the trash.

G. **Spill Prevention and Control:** Refer to CASQA Factsheet WM-3.

iv. Protect all stockpiles from stormwater run-on using temporary perimeter sediment barriers such as compost berms (SE-13), temporary silt dikes (SE-12), fiber rolls (SE-5), silt fences (SE-1), sandbags (SE-8), gravel bags (SE-6), or biofilter bags (SE-14).

v. Ensure that stockpile coverings are installed securely to protect from wind and rain.

H. **Temporary Sanitary Waste Facilities:** Refer to CASQA WM-10

vi. Instruct employees and subcontractors how to safely differentiate between non-hazardous liquid waste and potential or known hazardous liquid waste.

vii. Instruct employees, subcontractors, and suppliers that it is unacceptable for any liquid waste to enter any storm drainage device, waterway, or receiving water.

viii. Educate employees and subcontractors on liquid waste generating activities and liquid waste storage and disposal procedures.

ix. Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings)

MM UTL-02: Reconnection of Water Fountains. Prior to completion of construction, the City shall verify, during inspections, that all water fountains within the Project footprint are reconnected to the City's potable water system.

WILDFIRE

See applicable Mitigation Measures **MM TRAF-01: Traffic Control Plan** and MM HAZ-02: Hazards and Hazardous Materials Manifest and Plan.

MITIGATION MONITORING AND REPORTING PROGRAM

Provided Under Separate Cover

REPORT PREPARATION

This section lists those individuals who contributed to the preparation of this Initial Study/ Mitigated Negative Declaration.

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- **AGENCIES OF PERSONS CONTACTED**

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DEFINITIONS

The following terms are those not defined or included in the City of Ontario's Local CEQA Guidelines (2018) and the City's Municipal Code:

Area of Potential Effects (APE): The area where Project construction is set to occur and may encompass construction activities, impact vehicular, pedestrian, and bicycle access (4th Street, Euclid Avenue, W. F Street, N. Vine Avenue, Flora Street, E. C Street, E. B Street, W. Lemon Street, and E. Riverside Drive), and affect landscaping or hardscape on private property.

Best Management Practices (BMPs): are methods that have been determined to be the most effective and practical means of preventing or reducing non-point source pollution to help achieve water quality goals.

County: Refers to the County of San Bernardino

A-Weighted Sound Level, dBA: The calculated levels of sound that represent perceived loudness from activities.

Ambient Noise Levels: The measured background noise levels associated with a given environment, at a specified time, usually a composite of sound from many sources, at many directions, near and far, in which usually no particular sound is dominant.

CNEL: Community Noise Equivalent Level. CNEL is a weighted 24-hour noise level that is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours.

Decibel, dB: A logarithmic unit of noise level measurement that relates the energy of a noise source to that of a constant reference level; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.

DNL, Ldn: Day Night Level. The DNL, or Ldn is a weighted 24-hour noise level that is obtained by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the nighttime hours.

Equivalent Continuous Noise Level, Leq: A level of steady state sound that during a defined timeframe, and at a stated location, has the same A-weighted sound energy as the time-varying sound.

Farmland of Statewide Importance is like Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date (CA DOC).

Farmland of Local Importance includes all farmable land not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland." This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as "prime farmland," "farmland of statewide importance," and "unique farmland" that has since become idle (CA DOC).

Forest Land (§12220 G); land that can support 10-percent native tree cover of any species including: hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, and other public benefits (CA Public Resources Code).

Hazardous Materials Site (§ 65962.5): hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, the Department of Toxic Substances Control (DTSC) shall compile and

update as appropriate, but at least annually, and submit to the Secretary for Environmental Protection (CA Public Resources Code).

L_{max}, L_{min}: Lmax is the RMS (root mean squared) maximum level of a noise source or environment measured on a sound level meter, during a designated time interval, using fast meter response. Lmin is the minimum level.

Timber Land (§ 4526): land, other than land owned by the Federal government and land designated by the City as experimental forest land, which is available for, and capable or growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the Board on a District basis after consultation with the District committees and others (CA Public Resources Code).

Timber Land Production Zone (§51104 G): areas which have been zoned and is devoted to uses for growing and harvesting timber, or for growing and harvesting timber and compatible uses (CA Public Resources Code).

Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the four years prior to the mapping date (CA DOC).

Construction Footprint is the location of the trenches for the recycled water mains, laterals and tie ins.

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AESTHETICS

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        iv. 5.15.4 Libraries

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APPENDICIES

Provided Under Separate Cover

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