Alder Avenue Widening Project

CITY OF RIALTO
SAN BERNARDINO COUNTY, CALIFORNIA

Initial Study with Mitigated Negative Declaration

Prepared by the City of Rialto

April 2015

General Information about this Document

What's in this document:

The City of Rialto (City) has prepared this Initial Study (IS), which examines the potential environmental impacts of the project located in the City of Rialto, San Bernardino County, California. The document describes why the project is being proposed, the existing environment that could be affected by the project, the potential impacts from each of the alternatives, and the proposed mitigation measures.

SCH# 2015021051 |

ALDER AVENUE WIDENING PROJECT

INITIAL STUDY
with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

CITY OF RIALTO

6/16/15
Date of Approval

Gina M. Gibson, Planning Manager
City of Rialto

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Rialto proposes to widen the segment of Alder Avenue from Baseline Road to Renaissance Parkway. The total length of the project is approximately 1 mile within Township 1 North, Range 5 West, Sections 32 and 33 (see Figure 1 Project Vicinity and Figure 2 Project Location). The widening would accommodate planned growth and bring this segment of Alder Avenue in accordance with the City's Renaissance Specific Plan, which designates Alder Avenue as a Major Arterial and shows a specific proposed cross section of this segment as Figure 3-3 Alder Avenue.

Alder Avenue would be widened to meet the City's Renaissance Specific Plan standard for a Major Arterial excluding the sidewalks and parkways outside of the curbs. Alder Avenue would be widened to include 4 through-lanes, a landscaped median, and bike lanes. Turn lanes would be added near the intersections at Baseline Road, Miro Way, Walnut Avenue, and Renaissance Parkway. The existing signalized intersections at Alder Avenue/Baseline Road and Alder Avenue/ Renaissance Parkway would be improved to accommodate the newly widened roadway. New traffic signals would be installed at the Alder Avenue/Miro Way intersection and signal improvements would be implemented at the Alder Avenue/Walnut Avenue intersection.

Right-of-way would be acquired along the project alignment. Partial acquisitions are anticipated at 52 parcels. Temporary construction easements would be needed at approximately 58 parcels. Traffic would be accommodated during construction to allow movement through the area. Construction is anticipated to take 6 months.

Utility poles and underground utilities will need to be relocated to accommodate the roadway widening and other improvements. In addition, sewer manholes, water valves, and electric / cable vaults will be adjusted to grade during construction of the proposed improvements. All utility relocation efforts are contained within the environmental study area and are included in the environmental analysis provided in this Initial Study.

The vacant underdeveloped lots on the west side of Alder Avenue between Walnut Avenue and Renaissance Parkway have been identified as potential construction staging areas. All construction staging and storage of construction materials will be contained within the project study area.

Determination

This Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the City's intent to adopt an MND for this project. This does not mean that the City's decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

The City has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the project would not have a significant effect on the environment for the following reasons:

1) The project would have no impact on Agriculture and Forest Resources, Land Use and Planning, Mineral Resources, and Population and Housing.

2) The project would have a less than significant impact on Aesthetics, Greenhouse Gas Emissions, Public Services, Recreation, and Utilities and Service Systems.

3) The project would have a less than significant impact with mitigation incorporated on Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, and Mandatory Findings of Significance.

Gina M. Gibson,
Planning Manager
City of Rialto

6/16/15
Date

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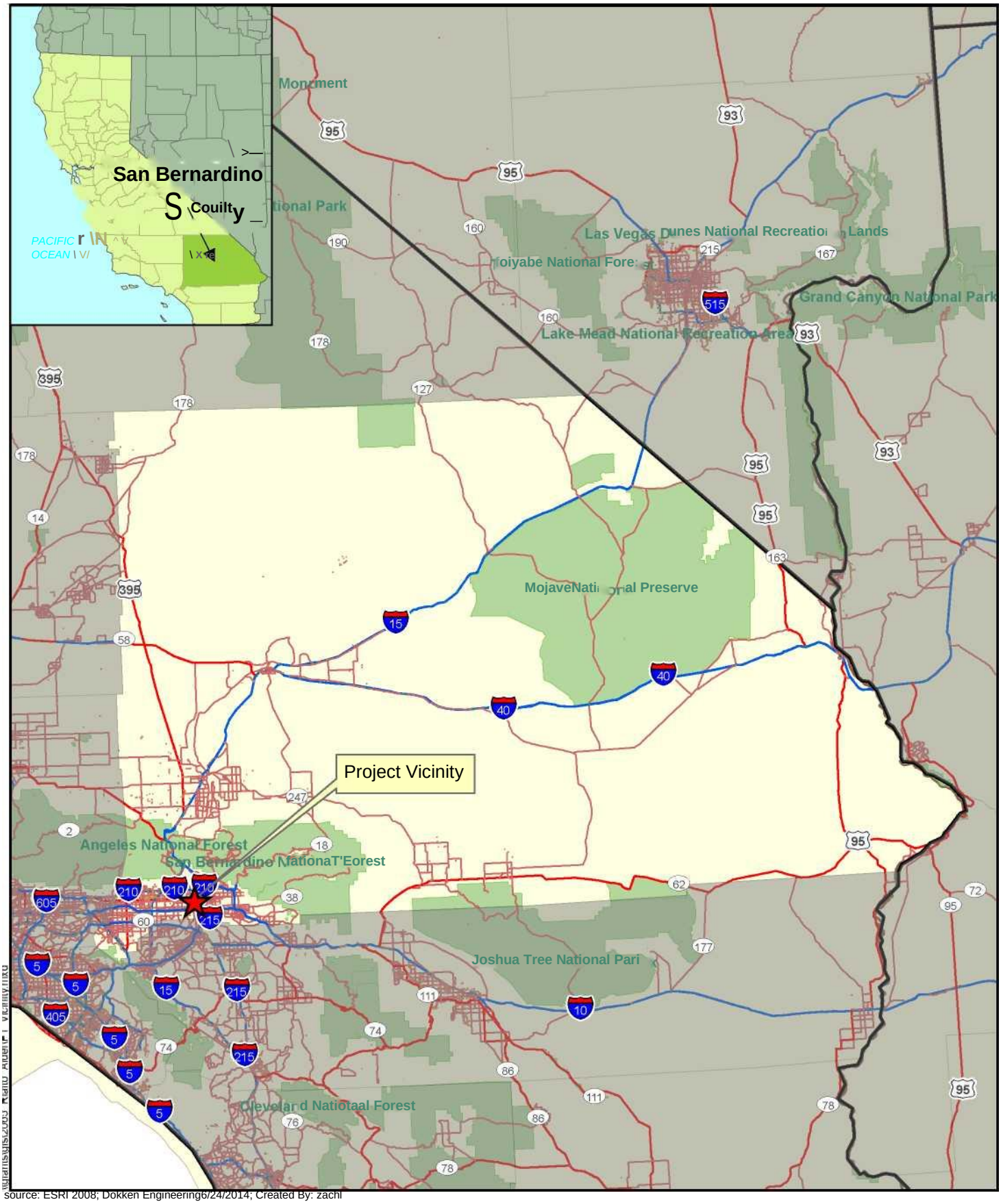
CEQA ENVIRONMENTAL CHECKLIST

Project Description and Background

Project Title:	Alder Avenue Widening Project
Lead agency name and address:	City of Rialto 150 S. Palm Avenue Rialto, CA 92376
Contact person and phone number:	Eddie Chan Phone number: (909) 820-2651
Project Location:	Alder Avenue from Baseline Road to Renaissance Parkway, Rialto, CA; see Figures 1 and 2
Project sponsor's name and address:	Eddie Chan City of Rialto 335 W. Rialto Ave. Rialto, CA 92376
General plan description:	Alder Avenue: Major Arterial Baseline Road: Major Arterial Renaissance Parkway: Major Arterial
Objectives	Objectives: The objective of the project is to construct roadway infrastructure improvements to Alder Avenue from Baseline Road to Renaissance Pkwy (see Figures 2 and 3).
Zoning:	City of Rialto: Employment (EMP), Business Center (BC), Freeway Commercial (FC), Utilities (U) City of Fontana: Single-Family Residential (R-1)
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation.)	The City of Rialto proposes to widen the segment of Alder Avenue from approximately 350' south of Baseline Road to Renaissance Parkway. The total length of the project is approximately 1 mile within Township 1 North, Range 5 West, Sections 32 and 33 (see Figures 1 and 2). The widening would accommodate planned growth and bring this segment of Alder Avenue in accordance with the City's *Renaissance Specific Plan,* which designates Alder Avenue as a Major Arterial and shows a specific proposed cross section of this segment as *Figure 3-3 Alder Avenue.* Alder Avenue would be widened to meet the City's Renaissance Specific Plan standard for a Major Arterial excluding the sidewalks and parkways outside of the curbs. Alder Avenue would be widened to include 4 through- lanes, a landscaped median, and bike lanes. Turn lanes would be added near the intersections at Baseline Road, Miro Way, Walnut Avenue, and Renaissance Parkway. The existing signalized intersections at Alder Avenue/Baseline Road and Alder Avenue/ Renaissance Parkway would be improved to accommodate the newly widened roadway. New traffic signals would be installed at the Alder Avenue/Miro Way intersection and signal improvements would be implemented at the Alder Avenue/Walnut Avenue intersection.

	Right-of-way would be acquired along the project alignment. Partial acquisitions are anticipated at 52 parcels. Temporary construction easements would be needed at approximately 58 parcels. Traffic would be accommodated during construction to allow movement through the area. Construction is anticipated to take 6 months. Utility poles and underground utilities will need to be relocated to accommodate the roadway widening and other improvements. In addition, sewer manholes, water valves, and electric/cable vaults will be adjusted to grade during construction of the proposed improvements. All utility relocation efforts are contained within the environmental study area and are included in the environmental analysis provided in this Initial Study. Potential construction staging areas have been identified at the following locations: 1) The vacant undeveloped lots owned by the City of Rialto on the east side of Alder Avenue from approximately 330 feet south to 460 feet north of the Miro Way centerline and 2) The vacant underdeveloped lots on the west side of Alder Avenue between Walnut Avenue and Renaissance Parkway. All construction staging and storage of construction materials will be contained within the project study area.
Surrounding land uses and setting; briefly describe the project's surroundings:	The project area is largely surrounded by commercial and industrial land use categories, though much of the land is currently undeveloped.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ).

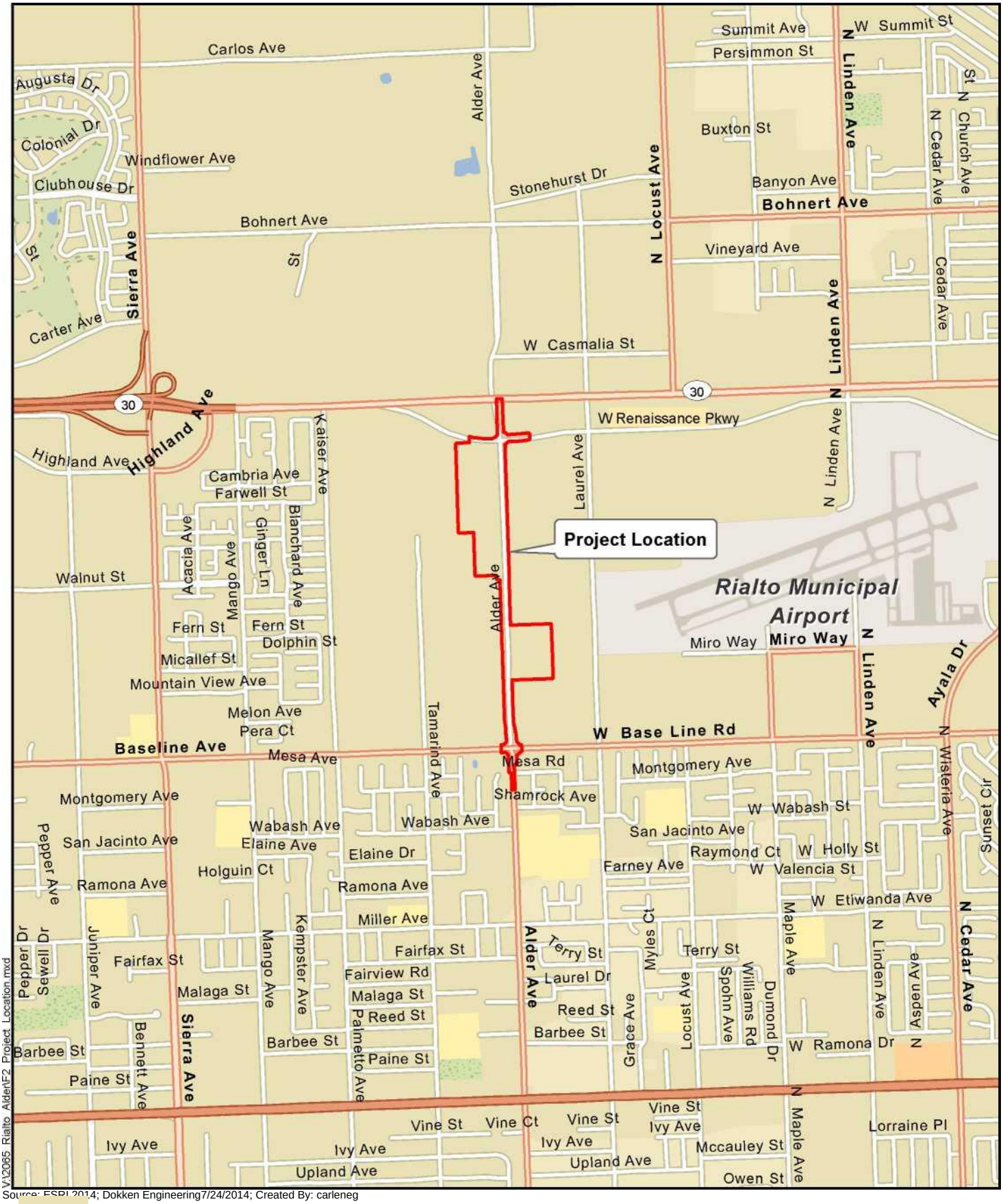


source: ESRI 2008; Dokken Engineering6/24/2014; Created By: zachl

20 40 Miles

Figure 1
Project Vicinity
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, California

Figure 2
Project Location
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, California



V:\2065 Rialto Alder\F2 Project Location.mxd

Source: ESRI 2014; Dokken Engineering7/24/2014; Created By: carleneg

0 0.25 0.5 0.75 1 Miles

Figure 2
Project Location
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, California

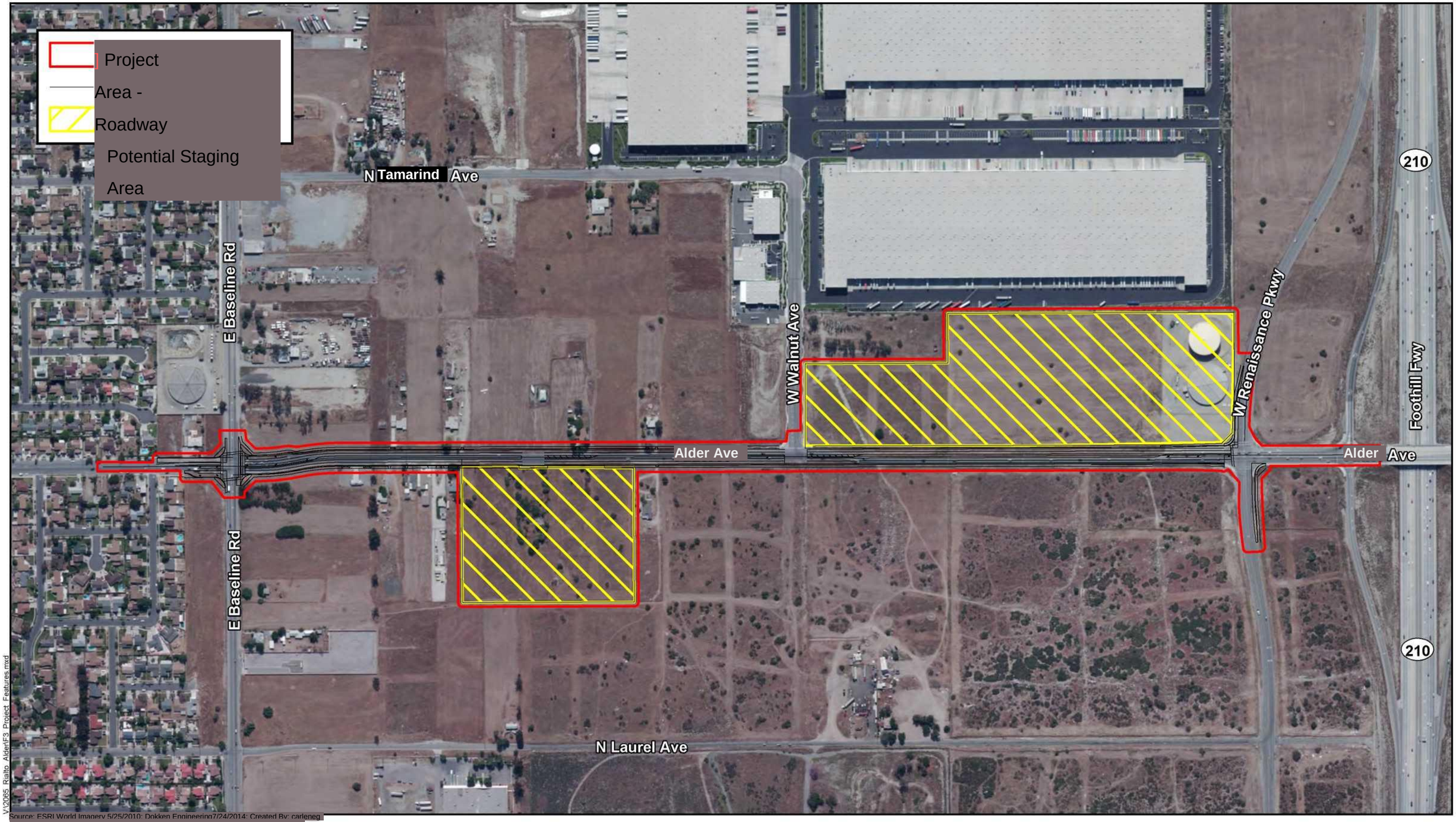


Figure 3
Project Features
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, Californiaa

Figure 2
Project Location
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, California

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 9 for additional information.

		Aesthetics			Agriculture and Forestry			Air Quality
	X	Biological Resources			Cultural Resources			Geology/Soils
		Greenhouse Gas Emissions			Hazards and Hazardous Materials			Hydrology/Water Quality
		Land Use/Planning			Mineral Resources			Noise
		Population/Housing			Public Services			Recreation
	X	Transportation/Traffic			Utilities/Service Systems			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 impact" 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

Signature:	**Date:**
Printed Name:	**For:**

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics: 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	□	□		□
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	□	□		□

a,b) No Impact. The streets are not designated as Scenic Highways in the National Scenic Byways Program or State Scenic Highways Program (Caltrans 2014). The nearest designated or eligible scenic highway is State Route 330, approximately 10 miles to the east. The project site also does not have locally designated scenic vistas.

c) Less than Significant Impact. The project would not degrade the existing visual character or quality of the site and its surroundings because project features would not be atypical for such a developing area. Additional roadway widths, new asphalt on roadways, curb and gutter, raised landscaped medians, and new signals are consistent with the roadway designations and planned future land uses of this area.

Figure 4. Typical view of Alder Avenue

d) Less than Significant Impact. Day or nighttime views would be minimally affected because light fixtures from the project would be shielded per City standards.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

II. Agriculture and Forest 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	□	□	□	E
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	□	□	□	13
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))?	□	□	□	13
d) Result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	13
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?	□	□	□	13

a) No Impact. The project is not located on Prime Farmland, Unique Farmland or Farmland of Statewide Importance. It is located on "Other Land" and "Urban and Built-up Land" as mapped by the California Department of Conservation (2010) Farmland Mapping and Monitoring Program.

b) No Impact. There is no Williamson Act contract land in the project area. As mapped in the *San Bernardino County Williamson Act FY 2012/2013* map (California Department of Conservation, Division of Land Resource Protection, 2013), land in the project area is "Urban and Built-Up Land" or "Non-Enrolled Land". There are no Williamson Act lands within 10 miles.

c,d) No Impact. There are no forest lands or timberlands (or lands zoned as such) in the project study area. The nearest forest land or timberland is the San Bernardino National Forest approximately 8 miles to the northwest and northeast (U.S. Department of Interior, 2013). The project would not result in the loss of forest land or conversion of forest land to non-forest use.

e) No Impact. The project would not convert Farmland to non-agricultural use or forest to non-forest use since it widens existing streets within an urbanized area and no farmlands or forest lands are in the vicinity.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	□	□	El	□
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	□	El	□	□
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	□	El	□	□
d) Expose sensitive receptors to substantial pollutant concentrations?	□	El	□	□
e) Create objectionable odors affecting a substantial number of people?	□	□	El	□

a) Less than Significant Impact. The project would bring local streets into conformance with designations in the City of Rialto's *General Plan* (2010), and the General Plan Environmental Impact Report (EIR) includes a regional analysis for air quality impacts. Since the City's regional build out has already been evaluated, no new impacts or conflicts with the air quality plan or air quality standards would occur.

b,c,d) Less than Significant with Mitigation Incorporated. The project would have less than significant impact on criteria pollutants in which the project region is in non-attainment. As summarized in Table 1, the project is in an area of San Bernardino County that is in nonattainment for Federal ozone (O_3) and particulate matter 2.5 micrometers ($PM_{2.5}$) National Ambient Air Quality Standards (NAAQS). It is also in an area of San Bernardino County that is in non-attainment for State ozone, PM_{10}, and PM_{25} California Ambient Air Quality Standards (CAAQS).

Table 1. Air Quality Attainment Status of the Project Vicinity

Pollutant	Attainment Status	
	Federal	State
O_3	Non-attainment (8-hour only)	Non-attainment (8-hour)
		Non-attainment (1-hour)
CO	Unclassified/Attainment	Attainment
NO_2	Unclassified/Attainment	Attainment
PM_{10}	Attainment	Non-attainment
PM_{25}	Non-attainment	Non-attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified

Source: CARB 2013, EPA 2014

The Sacramento Metropolitan Air Quality Management District's (SMAQMD) Roadway Construction Emission Model, Version 7.1.4 (2013) is the accepted model used throughout California to estimate roadway construction emissions. Construction emissions thresholds are set by the South Coast Air Quality Management District (SCAQMD). Based on estimates generated using the SMAQMD Model, construction emissions would not exceed SCAQMD maximum thresholds. Table 2 details the estimated emissions and the SCAQMDs max thresholds. The project would have less than significant impact on air quality plans and standards.

Table 2. Construction Emissions

Pollutant	Road Construction Emissions Model Estimates	SCAQMD Max Threshold for Construction (pounds per day)
VOC	11.3 lbs/day	75 lbs/day
CO	53.8 lbs/day	550 lbs/day
NO_x	95.5 lbs/day	100 lbs/day
PM_{10}	19.6 lbs/day	150 lbs/day
$PM_{2.5}$	8.3 lbs/day	55 lbs/day
GHG (CO_2)	10,967.8 lbs/day at approx. 180 days; 481.5 tons total for project	10,000 MT/yr CO_2eq for industrial facilities

Source: SMAQMD 2013, SCAQMD 2011.

Asbestos and tremolite, another form of asbestos, commonly occur in ultramafic rock. Based on the map of naturally-occurring asbestos locations contained in *A General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos* (California Department of Conservation, Division of Mines and Geology 2000), major ultramafic rock formations are not found in San Bernardino County. Therefore, construction and grading would not occur in an area with ultramafic rock that could be a source of emissions of naturally- occurring asbestos.

During construction, short-term degradation of air quality may occur due to particulate emissions (airborne dust) generated by excavation, grading, hauling, and various other activities. Emissions

from construction equipment also are anticipated and would include CO, NO_x, ROGs, PM_{10} and $PM_{2.5}$, and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and ROGs in the presence of sunlight and heat.

Fugitive Dust

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NO_x, and ROGs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the U.S. Environmental Protection Agency (EPA) to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Dust minimization through use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction. The proposed construction schedule for all improvements is anticipated to take 6 months.

Other

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and Air Resources Board regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO_2-related issues due to diesel exhaust will be minimal.

Emissions from construction equipment, grading, and paving may result. As shown by the estimated construction emissions presented in Table 2, construction emissions from the project would be less than thresholds established by the SCAQMD. Construction would be temporary and is anticipated to last 6 months.
e) Less Than Significant Impact. While asphalt paving may typically result in short-term odors in the immediate area of each paving site, such odors would be quickly dispersed below detectable

thresholds as distance from the site increases.

Avoidance, Minimization, and/or Mitigation Measures

The following measure will be implemented to minimize potential impacts. Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term conditions. Implementation of the following will reduce any air quality impacts resulting from construction activities:

AQ-1: The contractor will comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. South Coast Air Quality Management District Rule 403, Fugitive Dust, would therefore be followed and would result in minimizing PM_{10} and $PM_{2.5}$ emissions.

IV. Biological Resources: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	□	El	□	□
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	□	□	□	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	El
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?	□	□	□	El

Methodology

Dokken Engineering biologists conducted literature searches using the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS) *Electronic Inventory of Rare and Endangered Plants* to identify habitats and special-status species occurrences within the Devore and Fontana USGS 7.5 minute topographic quadrangles and a U.S. Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur, or be affected by the project. Based on these literature reviews, a total of 37 sensitive species were evaluated, 1 of which was determined to have a low to moderate potential of occurrence. Table 3 gives a summary of the federal and state special-status species which were evaluated for their potential to occur within the Biological Study Area (BSA). The BSA is defined as the project area plus an approximate 100 foot buffer. A determination of the species' potential to occur within the BSA is based on regional information regarding the species' distributions, ecological requirements, and preferences for elevations and habitats.

In addition to the literature research conducted in the above-mentioned USGS topographical 7.5 minute quadrangles, Dokken Engineering biologists conducted biological reconnaissance level surveys of the BSA on April 3, 2014 and on August 7, 2014. Biological reconnaissance level surveys were conducted by walking transects through the BSA, evaluating vegetation communities and assessing the potential for existing habitat to support sensitive plant and wildlife resources.

Setting

Three types of habitat occur within the BSA: Ruderal/Disturbed Annual Grassland, Barren/Developed, and Urban. The majority of the BSA is comprised of the Barren/Developed and Urban habitat types.

Ruderal/Disturbed Annual Grassland
Annual grassland is an herbaceous community dominated by non-native naturalized grasses with intermixed perennial and annual forbs. Previous disturbance and associated compaction of soils is greatest along localized anthropogenic activities associated within the immediate vicinity of local homes, roadways and other developments. Within the BSA, ruderal/disturbed annual grassland occurs primarily within fallow lots.

Barren/Developed
Barren/Developed habitat includes buildings, parking lots, pavement and hardscape. The habitat is defined by the absence of vegetation with less than 2% total vegetation cover by herbaceous or non-wildland species and less than 10% cover by tree or shrub species.

Urban
Urban vegetation is variable, but is typified by planted and maintained mixed native and non-native tree groves, street strips, shade tree/lawns, lawns, and shrub cover.

Table 3. Special Status Species with Potential to Occur in the Project Vicinity

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Plants					
Chaparral ragwort	*Senecio aphanactis*	Fed: CA: CNPS:	2B.2	An annual herb sometime inhabiting alkaline soils of drying alkaline flats, chaparral, cismontane woodlands and coastal scrub communities. Flowers January-April (50-2,600 feet).	**Presumed absent.** The project site lacks the requisite alkaline soils, and chaparral, cismontane woodlands, and coastal scrub communities.
Lemon lily	*Lilium parryi*	Fed: CA: CNPS	1B.2	A perennial herb inhabiting mesic soils within lower montane coniferous forest, meadows and seeps, riparian forest, and upper montane coniferous forests. Blooms July-August (4,0029,005 feet).	**Presumed absent.** The project site maximum elevation of 1,500 feet is outside of the species elevation minimum range of 4,000 feet.
Marsh sandwort	*Arenaria paludicola*	Fed: CA: CNPS	E E 1B.1	A perennial herb often inhabiting sandy openings of boggy meadows, marshes and swamps (fresh or brackish water). Flowers May-August (10 -984 feet).	**Presumed absent.** The project site minimum elevation of 1,400 feet is outside of the species maximum elevation range of 984 feet.
Mesa horkelia	*Horkelia cuneata* var. *puberula*	Fed: CA: CNPS	1B.1	A perennial herb inhabiting dry sandy or gravelly substrate, coastal chaparral, cismontane woodlands, and coastal scrub. Flowers February-September (230 - 2,600 feet elevation).	**Presumed absent.** The project site lacks the requisite coastal chaparral, cismontane woodlands, or coastal scrub communities.
Nevin's barberry	*Berberis nevinii*	Fed: CA: CNPS	1B.1	A perennial evergreen shrub inhabiting sandy or gravelly soils within chaparral, cismontane woodlands, coastal scrub and riparian scrub. Blooms March-June (898-2,706 feet).	**Presumed absent.** The project site lacks the requisite chaparral, cismontane woodlands, coastal scrub, or riparian scrub communities.
Parish's desert-thorn	*Lycium parishii*	Fed: CA: CNPS	2B.3	A perennial shrub inhabiting coastal scrub and Sonoran desert scrub. Flowers March-April (1,000-3,280 feet).	**Presumed absent.** The project site lacks the requisite coastal scrub or Sonoran desert scrub.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Parry's spineflower	*Chorizanthe parryi* var. *parryi*	Fed: CA: CNPS	 1B.1	An annual herb inhabiting sandy places, generally occupying coastal or desert scrub within sandy or rocky openings. Also found in chaparral, cismontane woodland, and valley and foothill grassland. Flowers April-June (902-4,000 feet).	**Presumed absent.** The project site lacks the requisite coastal or desert scrub communities. Grassland is present in the BSA but it is highly disturbed and in an urban environment.
Prairie wedge grass	*Sphenopholis obtusata*	Fed: CA: CNPS	 2B.2	A perennial herb inhabiting mesic soils in cismontane woodlands and meadows and seeps. Flowers April -July (980-6,560 feet).	**Presumed absent.** The project site lacks the requisite cismontane woodlands, meadows, or seeps.
Pringle's monardella	*Monardella pringlei*	Fed: CA: CNPS	 1A	An annual herb inhabiting sandy soils of coastal scrub. Flowers the months of May and June (980-1,315 feet).	**Presumed absent.** The project site minimum elevation of 1,400 feet is outside of the species maximum elevation range of 1,300 feet.
Salt marsh bird's-beak	*Chloropyron maritimum* ssp. *maritimum*	Fed: CA: CNPS	E E 1B.2	An annual herb inhabiting coastal dunes, marshes, and swamp communities. Flowers March-May (0100 feet).	**Presumed absent.** The project site minimum elevation of 1,400 feet is outside of the species maximum elevation range of 100 feet.
Santa Ana River woollystar	*Eriastrum densifolium* ssp. *sanctorum*	Fed: CA: CNPS	E E 1B.1	A perennial herb inhabiting river floodplains or terraced fluvial deposits within chaparral and coastal scrub communities. Flowers May- September (300-2,000 feet).	**Presumed absent.** The project site lacks the requisite river floodplains or terraced fluvial deposits. No chaparral or coastal scrub is present.
Short-joint beavertail	*Opuntia basilaris* var. *brachyclada*	Fed: CA: CNPS	 1B.2	A perennial stem succulent inhabiting chaparral, Joshua tree woodland, Mojavean desert scrub, pinyon and juniper woodland communities. Blooms April-June (1,394-5,905 feet).	**Presumed absent.** The project site lacks the requisite chaparral, Joshua tree woodland, Mojavean desert scrub, pinyon or juniper woodland communities.
Singlewhorl burrobrush	Ambrosia monogyra	Fed: CA: CNPS	 2B.2	A perennial shrub inhabiting sandy soils within chaparral and Sonoran desert scrub communities. Blooms August-November (32-1,640 feet).	**Presumed absent.** The project site lacks the requisite chaparral or Sonoran desert scrub communities.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Slender horned spineflower	*Dodecahema leptoceras*	Fed: CA: CNPS	E E 1B.1	An annual herb inhabiting alluvial sand in coastal scrub, or chaparral and cismontane woodland communities. Flowers Apr-June (656-2,493 feet).	**Presumed absent.** The project site lacks the requisite coastal scrub, chaparral, or cismontane woodland communities.
Thread leaved brodiaea	*Brodiaea filifolia*	Fed: CA: CNPS	T	A perennial bulbiferous herb inhabiting grassland, vernal pools, chaparral openings, cismontane woodland, coastal scrub, playas, and valley and foothill grassland communities. Often occurs in clay soils. Flowers March-June (82-3,999 feet).	**Presumed absent.** Although the species is found in grassland communities, the project site is very disturbed lacks the requisite clay soils.
Vanishing wild buckwheat	*Eriogonum evanidum*	Fed: CA: CNPS	1B.1	An annual herb inhabiting sandy or gravel soils within chaparral, cismontane woodlands, lower montane coniferous forest, pinyon and juniper woodland communities. Blooms July-October (3,608-7,299 feet).	**Presumed absent.** The project site maximum elevation of 1,500 feet is outside of the species minimum elevation range of 3,608 feet.
White-bracted spineflower	*Chorizanthe xanti* var. *leucotheca*	Fed: CA: CNPS	1B.2	An annual herb inhabiting sandy or gravelly soils within coastal scrubs, mojavean desert scrub, pinyon and juniper woodland communities. Blooms April- June (984-3,937 feet).	**Presumed absent.** The project site lacks the requisite coastal scrub, mojavean desert scrub, pinyon or juniper woodland communities.
Reptiles					
Coast horned lizard	*Phrynosoma blainvillii*	Fed: CA: DFW:	SSC	Frequents a variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Requires open basking areas, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	**Presumed absent** The project site habitat lacks the requisite sandy wash or scattered bushes, although the nearest CNDDB siting is just over 1.5 miles from the project site.
Silvery legless lizard	*Anniella pulchra pulchra*	Fed: CA: DFW:	SSC	Species occurs in sparsely vegetated beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Requires sandy or loose loamy soils with high moisture content under sparse vegetation (0-5,100 feet).	**Presumed absent.** The project site lacks the requisite beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes or stream terraces.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Birds					
Burrowing owl	*Athene cunicularia*	Fed: CA: DFW:	 SSC	Species inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Requires friable soils for burrow construction (below 5,300 feet).	**Low to moderate potential.** The project site is a disturbed but contains abandoned fallow fields, potentially suitable for the species. The nearest CNDDB occurrence is approximately 1 mile away.
Coastal California gnatcatcher	*Polioptila californica calfornica*	Fed: CA: DFW:	T SSC	Inhabits arid washes, mesas, and slopes of coastal hills dominated by dense, low-growing, drought-deciduous shrubs and subshrubs of Coastal sage scrub. May also use chaparral, grassland, and riparian communities when adjacent or intermixed with sage scrub vegetation. Breeds February-August (0- 2,500 feet).	**Presumed absent.** The project site lacks the requisite shrubs or subshrubs on or adjacent to the site.
Least Bell's vireo	*Vireo bellii pusillus*	Fed: CA: DFW:	E E	Summer resident of southern California inhabiting low riparian habitats in the vicinity of water and dry river bottoms. Prefers willows, baccharis, mesquite and other low, dense vegetation as nesting sites (below 2,000 feet).	**Presumed absent.** The project site lacks the requisite riparian habitats or adequate nesting sites.
Southwestern Willow flycatcher	*Empidonax traillii extimus*	Fed: CA: DFW:	E E	Breeds in riparian habitats characterized by dense vegetation in proximity to open water or saturated soil. Species is associated with dense willow-covered islands and riparian habitats at elevations up to 8,000 feet. Breeds in April-August.	**Presumed absent.** The project site lacks the requisite open water or saturated soil. No riparian habitat or riparian vegetation is present.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Invertebrates					
Delhi Sands flower-loving fly	*Rhaphiomidis terminatus abdominalis*	Fed: CA: DFW:	E	Species lives in fine sandy soil (Delhi series sand) dune systems of desert valleys, rivers, deltas and beach strands with availability to buckwheat and other plants for nectar.	**Presumed absent.** The project site lacks the requisite Delhi series sand dune systems.
Fish					
Arroyo chub	*Gila orcuttii*	Fed: CA: DFW:	SSC	Species only native in streams from Malibu Creek to the San Luis Rey River basin. Requires vegetated streams with muddy or sandy bottoms and slow moving or backwater areas.	**Presumed absent.** The project site lacks the requisite bodies of water or dry creek beds.
Santa Ana speckled dace	*Rhinichthys osculus* ssp. *3*	Fed: CA: DFW:	SSC	Species inhabits the San Gabriel and Santa Ana rivers, preferring shallow gravel and cobble substrate within permanent streams or lakes with riparian cover. Prefers clear, well oxygenated water with movement from currents or waves with a supply of aquatic plants and insects. Breeds in the summer months.	**Presumed absent.** The project site lacks the requisite bodies of water or dry creek beds.
Santa Ana sucker	*Catostomus santaanae*	Fed: CA: DFW:	T SSC	Endemic to Los Angeles basin south coastal perennial streams. Prefers steams containing riparian vegetation, coarse substrates for algae foraging (gravel, cobble, and a mixture of gravel or cobble with sand), and shallow riffle areas and deeper runs and pools of cool clear water. Breeds April-July.	**Presumed absent.** The project site lacks the requisite bodies of water or dry creek beds.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Mammals					
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	Fed: CA: DFW:	SSC	The species inhabits grasslands, alluvial sage scrub, and coastal sage scrub between 547-2,650 feet. Fine, sandy soils are required for burrow construction. Breeding occurs between late spring through early fall and hibernation is believed to occur below ground from October to February.	**Presumed absent.** The project site contains highly disturbed grassland communities and soils are gravelly and loamy, not fine or suitable for burrowing.
Northwestern San Diego pocket mouse	*Chaetodipus fallax fallax*	Fed: CA: DFW:	SSC	Within San Diego county inhabits arid coastal and desert border areas of coastal scrub, chamise-redshank chaparral, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon-juniper, and annual grassland communities. Species strongly associated with rocky, gravelly or sandy substrates and areas with shrubby over-story. Breeds March- May (0-6,000 feet).	**Presumed absent.** The project site contains heavily disturbed nonnative grass fields and lacks the requisite shrubby over-story that the species needs for shelter.
Pallid San Diego pocket mouse	*Chaetodipus fallax pallidus*	Fed: CA: DFW:	SSC	Species inhabits arid habitats including desert wash, pinon and juniper woodlands and Sonoran desert scrub communities. Species strongly associated with rocky slopes and sandy soils required for burrow construction. Breeds March to May (0-4,593 feet).	**Presumed absent.** The project site lacks the requisite desert wash, woodland, or Sonoran desert scrub communities. There are no rocky slopes within the project site.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	Fed: CA: DFW:	SSC	Species inhabits pinyon-juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, joshua tree, and palm oasis communities. Prefers rocky desert areas with high cliffs or rock outcrops and frequently selects roosts in cliff rock crevices. Species must have an adequate drop from the roost to gain flight. Maternity sites are located in rock crevices, caverns and buildings. Young are born June-July.	**Presumed absent.** The project site lacks the requisite woodlands, desert scrub, desert succulent shrub, desert riparian or wash, alkali desert scrub, Joshua tree or palm oasis communities. There are no cliffs or rocky outcrops near the project site.
San Bernardino Merriam's kangaroo rat	*Dipodomys merriami parvus*	Fed: CA: DFW:	E SSC	Inhabits desert scrub and alkali desert scrub, sagebush, Joshua tree, and pinyon-juniper habitats in Southern California. Prefers sparse to moderate canopy in coarse sands. Predominatly carnivorous foragers. Species prefers sandy soils or rocky flats under shrubs on desert flats or slopes. Breeds December-September.	**Presumed absent.** The project site lacks the requisite desert scrub or woodland communities.
San Diego black-tailed jackrabbit	*Lepus californicus bennettii*	Fed: CA: DFW:	 SSC	Inhabits coastal sage scrub communities in Southern California. Species requires intermediate canopy stages of shrub and herbaceous habitats for cover and breeding. Breeds year-round, with a peak in April-May.	**Presumed absent.** The project site lacks the requisite coastal sage scrub and insufficient shrub or herbaceous habitat for cover.
Western yellow bat	*Lasiurus xanthinus*	Fed: CA: DFW:	SSC	Species known in California only in Los Angeles and San Bernardino Counties south to the Mexican border. Inhabits valley foothill riparian, desert riparian, desert wash and palm oasis habitats in proximity to water. Species utilizes trees and palms for roosting and maternity colonies. Births in June and July (below 2,000 feet).	**Presumed absent.** The project site lacks the requisite valley foothill riparian, desert riparian, desert wash, and palm oasis communities.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Amphibians					
Arroyo Toad	*Anaxytus californicus*	Fed: CA: DFW:	E	Inhabits semi-arid regions near washes or intermittent streams of valley foothill, desert riparian, desert wash or similar communities. Requires sandy, low gradient, open wash habitat with slow moving or pooling water and associated woody riparian vegetation for breeding. Adults active from March to July.	**Presumed absent.** The project site lacks the requisite riparian habitat or desert wash.
California red-legged frog	*Rana draytonii*	Fed: CA: DFW:	E SSC	Inhabits lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development and must have access to estivation habitat; estivation occurs late summer-early winter. Breeds from January-July in the south. Occurs from elevations near sea level to 5,200 feet.	**Presumed absent.** The project site lacks the requisite deep water or shrubby, riparian vegetation.
Southern mountain yellowlegged frog	*Rana muscosa*	Fed: CA: DFW:	E E SSC	In southern California, habitat is restricted to streams associated with ponderosa pine, montane hardwood-conifer, and montane riparian habitats. Water is required, as the species is always in close proximity to water. Tadpoles may require up to two over-wintering periods (2-4 years) to complete their aquatic development. In southern California breeds March-May and at 1,200-7,500 feet.	**Presumed absent.** The project site lacks the requisite streams or bodies of water and occurs at the lower limits of the species known elevation range.

Federal Designations (Fed):
(FESA, USFWS)
E: Federally listed, endangered
T: Federally listed, threatened

State Designations (CA):
(CESA, CDFW)
E: State-listed, endangered
T: State-listed, threatened

Other Designations
DFW_SSC: DFW Species of Special Concern
DFW_FP: DFW Fully Protected

California Native Plant Society (CNPS) Designations:
Note: according to CNPS (Skinner and Pavlik 1994), plants on Lists 1B and 2 meet definitions for listing as threatened or endangered under Section 1901, Chapter 10 of the California Fish and Game Code. This interpretation is inconsistent with other definitions.
1A: Plants presumed extinct in California.
1B: Plants rare and endangered in California and throughout their range.
2: Plants rare, threatened, or endangered in California but more common elsewhere in their range.
3: Plants about which need more information; a review list.
Plants 1B, 2, and 4 extension meanings:
_.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
_.2 Fairly endangered in California (20-80% occurrences threatened)
.3 Not very endangered in California (<20% of occurrences threatened or no current threats known)

Potential for Occurrence Criteria:
Present: Species was observed on site during a site visit or focused survey.
High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within 5 miles of the site.
Low-Moderate: Either low quality habitat (including soils and elevation factors) for the species occurs on site and a known occurrence exists within 5 miles of the site; or suitable habitat strongly associated with the species occurs on site, but no records were found within the database search.
Absent: Focused surveys were conducted and the species was not found, or species was found within the database search but habitat (including soils and elevation factors) do not exist on site, or the known geographic range of the species does not include the survey area.

Discussion

a) Less Than Significant with Mitigation Incorporated. No State- or Federally-listed species or critical habitat occurs within the BSA, though there is potential for burrowing owl *(Athene cunicularia),* a special-status species, to occur within the BSA. Burrowing owl is not a State or Federally listed species, but is a CDFW Species of Special Concern. On April 3, 2013 Dokken Engineering Biologist Angela Scudiere did a general biological survey of the project area as well as a habitat assessment for burrowing owl. The BSA has very limited potential for nesting habitat. The vast majority of the ground that isn't covered by asphalt is either highly compacted soils which are not suitable for new burrows, are on private property with tall non-native grasses, or appear to be regularly disturbed by private property uses (disking or tilling). One isolated area within the BSA did contain existing burrows which could potentially be used by burrowing owls; however, these burrows were currently occupied by ground squirrels at the time of the survey.

Given the existing conditions of the site, there does not appear to be nesting habitat suitable for burrowing owls; however, the closest CNDDB occurrence is approximately 1.1 mi east of the BSA and site conditions may change between the April 2013 survey and construction which could result in greater suitability for nesting habitat in or adjacent to the project area. To ensure impacts to burrowing owl are avoided and/or minimized, a preconstruction survey will be conducted as detailed in measure BIO-1. Measure BIO-1 also provides contingencies if burrowing owls or their nests are detected during the preconstruction surveys, and would ensure that adequate protections would be implemented to avoid significant impacts to the species or their habitat.

Migratory Birds: Migratory nesting birds, protected under the Migratory Bird Treaty Act and similar provisions under CDFW code, currently nest or have the potential to nest within the BSA and the project impact area. During the April 3, 2013 biological survey, nesting birds were identified adjacent to the BSA and habitat was determined to be favorable to canopy and ground nesting birds. Mitigation measure BIO-2 will be utilized to ensure protection of migratory nesting birds.

Mitigation measures BIO-3 through BIO-5 are general best management practices and will reduce the potential for unexpected impacts to wildlife during construction.

b) No Impact. No riparian habitat or other sensitive natural communities occur within the BSA and all of the habitat to be directly impacted by the proposed project is in heavily disturbed areas.

c) No Impact. No wetlands occur within the BSA no permanent or temporary impacts on waters of the U.S. or State are anticipated. Therefore, a CWA Section 404 or Section 401 permit is not required.

d) No Impact. The project is not located within a migratory corridor, nor will it create any new barriers to wildlife migrations. Considering that habitats within the BSA are not accommodating for many wildlife species due to its previously disturbed and developed nature, along with having a strong human presence, the project would have no impact on the movement of native resident or wildlife species.

e) No Impact. The project will not conflict with any local policies or ordinances protecting biological resources.

f) No Impact. The project is not located within the limits of a habitat conservation plan or natural community conservation plan.

Avoidance, Minimization, and/or Mitigation Measures

BIO-1: The project biologist shall conduct preconstruction surveys consistent with the 2012 | CDFW *Staff Report on Burrowing Owl Mitigation* for burrowing owls no less than 2 weeks before construction activities begin. If no burrowing owls are detected, no further action for burrowing owl will be required. If active burrowing owl burrows are found in or near the permanent or | temporary construction impact area, the City will implement the following:

Occupied burrows must not be disturbed during the breeding season (February 1 to August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If avoidance of active nests is preferred, the biologist must consult with the CDFW to determine appropriate buffer widths and acreage of foraging habitat to be permanently preserved contiguous with the occupied burrow site. The Contractor must not disturb identified burrowing owl burrows until the qualified biologist verifies it has been cleared.

Should destruction of occupied burrows be unavoidable during the non-breeding season (September 1 - January 31) either, unsuitable burrows must be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by the CDFW. Newly created burrows will follow guidelines established by the CDFW.

BIO-2: A pre-construction nesting bird survey must be conducted within the BSA no more than three (3) days prior to ground disturbing or vegetation removal activities. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor.

A 100 foot no-disturbance buffer will be established around any active songbird nest to limit the impacts of construction activities. A 250 foot no-disturbance buffer will be established around any active raptor nest. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

BIO-3: The contractor shall not apply rodenticides or herbicides in the project area during construction activities.

BIO-4: If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed. In the unlikely event a worker inadvertently injures or kills a special-status species or finds one dead, injured, or entrapped, the worker shall immediately report the incident to the project biologist.

BIO-5: All trash will be kept in wildlife-proof receptacles and any non-natural food and water sources will not be left unattended for the duration of the project construction.

V. Cultural Resources: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	□	□	□	**13**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	□	**13**	□	□
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	□	□	**13**
d) Disturb any human remains, including those interred outside of formal cemeteries?	□	**13**	□	□

Regulatory Setting

CEQA, through Public Resources Code §21083.2, requires planning agencies to determine if a project may have a significant effect on historical resources or unique archaeological resources. Public Resources Code §21083.2 also provides that if it is demonstrated that a project will have a substantial adverse change to historic resources, the impact must be addressed in an environmental impact report. Public Resources Code §15064.5 defines a substantial adverse change "as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

In addition, Public Resources Code §15064.5 requires consideration of potential impacts to resources that are listed or qualify for listing on the California Register of Historical Resources (CRHR). CEQA (Public Resource Code §5024) created the California Register, which includes historical resources that are listed automatically by virtue of their appearance on, or eligibility for, certain other lists of important resources and incorporates resources that have been nominated by application and listed after public hearing. Also included are historical resources listed as a result of the State Historical Resources Commission's evaluation in accordance with specific criteria and procedures.

Under CEQA, Public Resources Code, §21060.5, historical resources are considered part of the environment. CEQA (Public Resource Code §21084.4) defines an "'historical resource' as including, but not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."
Public Resources Code § 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site that can be clearly demonstrated to: a) "contain information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; b) has a special or particular quality such as being the oldest of its type or best available example of its type or c) it is directly associated with a scientifically recognized important prehistoric or historic event or person."

Methodology

Dokken Engineering cultural resources staff conducted cultural resource investigations within the Project Area Limits (PAL) (Figure 5) for the Alder Avenue Widening Project for the purpose of identifying cultural resources which may be impacted by the proposed project. Cultural resource investigations included a search of site records and survey reports on file at the San Bernardino Archaeological Information Center (SBAIC), consultation letters to Native American groups to gather information on archaeological resources, historical research (historic maps and land survey plats), and a pedestrian field survey by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards in Archaeology within the PAL to identify any indications of both archaeological and historic-era built environment resources

Existing Setting

The land around Rialto was settled in 1854 by pioneers coming from San Bernardino. They settled in areas near the river to plant grapes. In 1887, two major events took place to shape the city: the Semi-tropic Land and Water Company purchased 25,000 acres of land and began developing town sites, and the Santa Fe line between San Bernardino and Pasadena was built. Town sites were placed along this connector line. A group of Methodists seeking to build a college settled one town site, and this became the city of Rialto. Citrus groves were planted throughout the area and the town continued to grow steadily (City of Rialto 2011). By 1915, San Bernardino County citrus production was valued at roughly 30 million dollars, accounting for approximately 15 percent of the entire states 200 million dollar citrus industry. In Rialto alone, there were approximately 6000 acres devoted to production serviced by seven packing houses along the Santa Fe railway. This industry can be accredited for the survival of Rialto which attracted numerous growers and acted as a center for packing houses for the citrus industry. Beginning in the mid-20th century, the industry tapered, being replaced by more urbanization and a varied economic livelihood.

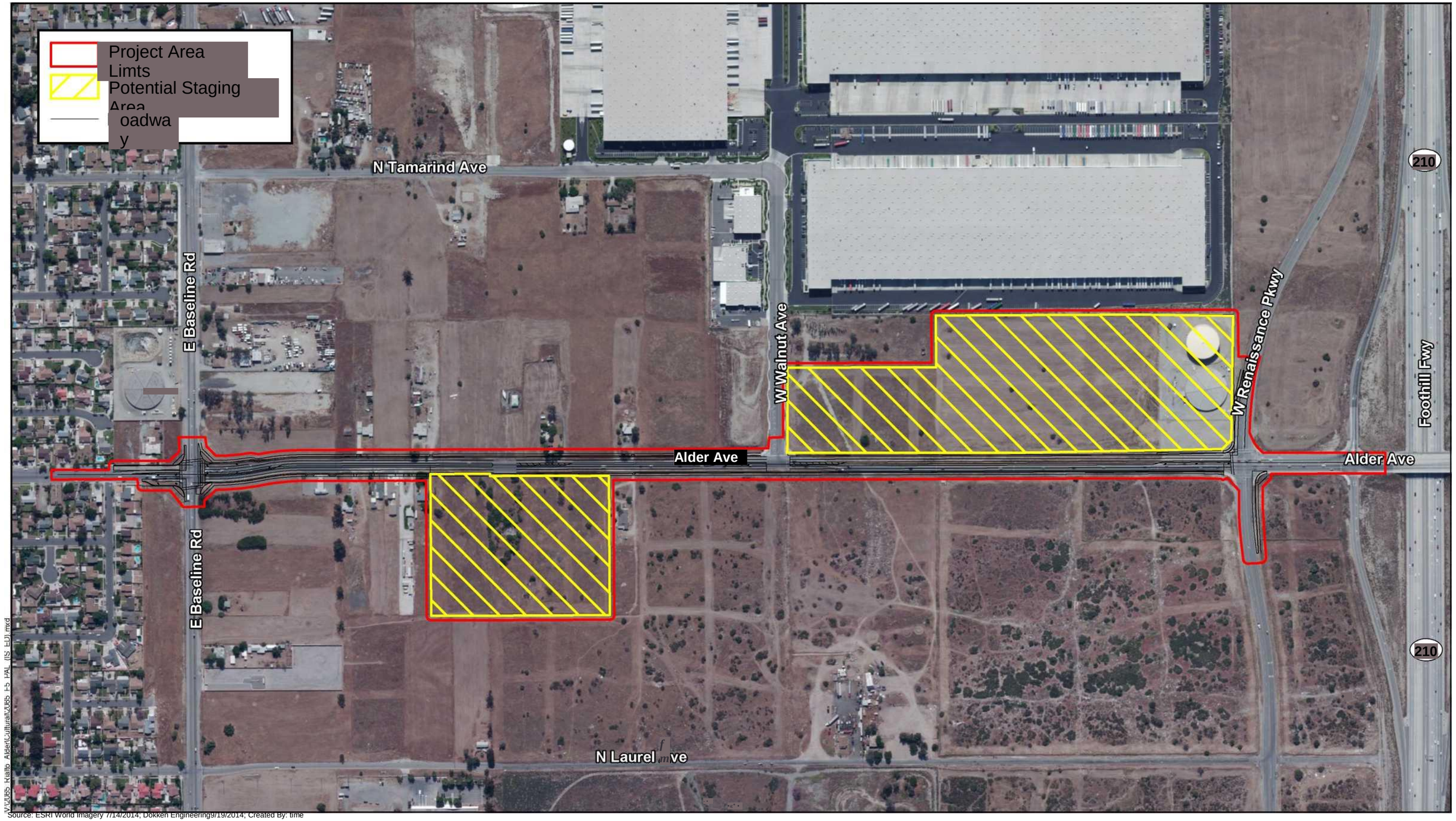


Figure 5
Cultural Resources Project Area Limits (PAL)
Alder Avenue Widening City Project No. 140801 City of Rialto, San Bernardino County, California

Affected Environment

Historically, the area north of Baseline Road was unclaimed and undeveloped until the late 1940s when residences were built along Alder Avenue. There does not appear to be any evidence of farming or agriculture along Alder Avenue north of Baseline Road. The small section of the PAL south of Baseline Road did contain some orchards until the late 1950s, but by 1959 the area was cleared of orchards and supported rural residences.

The record search conducted at the SBAIC revealed one resource, Baseline Road (P-36- 015497/CPHI-SBR-0012), transiting through the southern portion of the PAL and five historic- era resources located within one-half mile of the PAL. Baseline Road is a California Point of Historic Interest, but not a State Registered Historical Landmark. The road serves as the east/west baseline for the San Bernardino Meridian-Baseline, and served as an east/west thoroughfare connecting San Bernardino with other communities along the San Gabriel Mountain foothills. However, based on General Land Office Maps (GLO), the original path through the project vicinity was a winding trail south of the modern alignment of Baseline Road. The roadway was later realigned and straightened through the PAL, as depicted on a 1896 USGS San Bernardino 15' topographic map. The road has undergone many alterations since its initial construction in 1856 from a windy dirt road though the desert to a straight, four-lane, paved road through residential and commercial development. The historic setting of the road through the PAL has also changed from undeveloped land, to agricultural land, and then to residential and commercial developed land. As such, this resource no longer retains sufficient integrity of setting, feeling, and materials and therefore cannot be considered a Historical Resource or eligible for listing on the CRHR. In addition, while the project will improve the intersection of Baseline Road and Alder Avenue as part of the widening of Alder Avenue, this improvement will not change the use of the roadway nor will it change the roadway alignment.

The archaeological field survey was conducted on June 12, 2014 and did not identify any archaeological resources or historic-era built environment resources within the PAL. Baseline Road (P-36-015497/CPHI-SBR-0012) was noted but retains none of the historic setting and feel due to the more modern residential and commercial development of the area.

Discussion

a) No Impact. As stated above, no Historical Resources were identified either during the field survey or during a review of records on file at the SBAIC. While one previously recorded resource, California Point of Historic Interest, Baseline Road (P-36-015497/CPHI-SBR-0012) is located within the PAL, the setting, and roadway corridor for this resource is no longer extant and the resource cannot be considered a Historical Resource.

b) Less Than Significant Impact. No archaeological resources were located within the PAL during the June 12, 2014 field survey. While the record search conducted at the SBAIC identified one previously recorded resource, California Point of Historic Interest Baseline Road (P-36-015497/CPHI-SBR-0012), within the PAL, the resource no longer retains sufficient integrity of setting, feeling, and materials due to the residential, commercial, and transportation development of the area. In addition, while the project will improve the intersection of Baseline Road and Alder Avenue as part of the widening of Alder Avenue, this improvement will not change the use of the roadway nor will it change the roadway alignment.

Further, while no archaeological resources were identified during the field survey, the potential to encounter buried archaeological deposits was assessed. A review of available geologic and soil data maps revealed that the PAL is comprised of aeolian and deep alluvium deposits. While deep alluvium deposits can contain deeply buried archaeological deposits, the PAL was assessed as having a low

potential for buried archaeological deposits due to extensive subsurface modifications involving roadway construction and maintenance, buried utilities construction and installation, building foundations construction, and routine discing of vacant lots. This assessment is further supported by the SBAIC record search which indicated that 11 archaeological investigations have been conducted within the PAL and none have discovered any indication that buried archaeological deposits are present within the PAL. Minimization Measure CUL-1 would further avoid effects to previously unidentified cultural materials.

c) No Impact. The soils in the PAL consist of a series of overlapping alluvial and aeolian deposits. The youngest of these are alluvial fans issuing from the mountains to the north, while older alluvial deposits were created by Plio-Pleistocene lake drainage through the Santa Ana Basin. Areas of windblown sand exist to the eastern portion of Rialto (specifically, Delhi Sands). The change in soil structure around the San Jacinto fault is visible to the northeast of Rialto, where soils are made up of young and old wash deposits. Based on previous disturbance from existing roads and utilities and anticipated excavation depths, the project is not anticipated to impact paleontological or geological resources.

d) Less Than Significant Impact. Disturbance to human remains, including those interred outside of formal cemeteries, is not anticipated because the project site is already highly disturbed from existing roadways and development. Minimization Measures CUL-2 and CUL-3 would further avoid effects on human remains.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented to minimize potential impacts.

CUL-1: If previously unidentified cultural materials are unearthed during project activities, work shall be halted in that area until an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards in Archaeology can assess the significance of the discovery and develop a plan for documentation and removal of resources, if necessary.

CUL-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent. Further provisions of PRC 5097.98 are to be followed as applicable.

CUL-3: If prehistoric cultural resources and/or human remains are encountered during the project, the Soboba Band of Luiseno Indians should be contacted, as per their request during Native American Consultation.

VI. Geology and Soils: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	□	□	IEI	□
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?	□	EI	□	□
ii) Strong seismic ground shaking?	□	EI	□	□
iii) Seismic-related ground failure, including liquefaction?	□	EI	□	□
iv) Landslides?	□	□	□	IEI
b) Result in substantial soil erosion or the loss of topsoil?	□	IEI	□	□
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?	□	□	IEI	□
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	□	□	□	EI
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	□	□	□	EI

a(i) Less Than Significant Impact. The project is not located within an Alquist-Priolo Earthquake Fault Zone (California Division of Mines and Geology, 1977) or near any other known fault. As such the potential for earthquakes in the project area is considered low.

a(ii-iii) Less Than Significant Impact. Construction and design of the proposed project would be in compliance with current construction and seismic codes and standards as discussed in minimization measure GEO-1, which would reduce potential seismic hazard risks to acceptable levels.

a(iv) No Impact. The project is in a flat area, approximately 9 miles southeast of the nearest mountain range. As a result of existing topography, landslides are unlikely to occur in the project area.

b) Less Than Significant with Mitigation Incorporated. Ground disturbance from the project would be largely at the existing roadway. There would a minor loss of topsoil along the roadway. Soil erosion would be minimized through standard erosion control Best Management Practices with the implementation of GEO-2.

c) Less Than Significant Impact. The construction and design of the project would be consistent with seismic codes and standards. The site has generally flat topography and on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is not anticipated.

d) No Impact. Expansive soils have not been identified in the project area.

e) No Impact. The proposed project does not include the use of septic tanks.

Avoidance, Minimization, and/or Mitigation Measures

GEO-1: Construction and design of the proposed project shall be in compliance with current construction and seismic codes and standards, which would reduce potential seismic hazard risks to acceptable levels. Specific design and construction measures recommended in subsequent geotechnical studies to reduce geologic or seismic hazards shall be implemented. Subsequent geotechnical studies shall be completed prior to completion of final design for the proposed project.

GEO-2: BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff. A Storm Water Pollution Prevention Plan (SWPPP) and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the project.

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

a) Less than Significant Impact. No new long-term greenhouse gas emissions are anticipated beyond what was expected in the City of Rialto's General Plan EIR, as the project would bring street segments in accordance with the City's General Plan Circulation Element and accommodate planned future traffic.

b) Less than Significant Impact. While greenhouse gas emissions from construction equipment and vehicles would result, as shown in Table 4, CO_2 emissions would be far below the threshold guided by the SCAQMD. Construction would be temporary and is anticipated to last only 6 months. CO_2 emissions are anticipated to be less than significant in amount.

Table 4. CO_2 Emissions Estimate

Pollutant	Road Construction Emissions Model Estimates	SCAQMD Max Threshold
o O≤ ∩	10,976.8 lbs/day at 180 days; 481.5 tons total for project	10,000 MT CO_2 equivalent/year (for industrial facilities)

Source: SMAQMD 2013, SCAQMD 2011

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

VIII. Hazards and Hazardous Materials:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	EI	□
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?	□	EI	□	□
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	□	□	□	EI
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	□	□	EI
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 for people residing or working in the project area?	□	□	EI	□
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	EI
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	EI	□	□
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	□	□	□	EI

a) Less than Significant Impact. The project would not result in significant new routine transport, use, or disposal of hazardous materials. The street improvements would accommodate future planned traffic in

the vicinity resulting from retail/commercial land uses.

b) Less than Significant Impact with Mitigation Incorporated. Upset and accident conditions involving the release of hazardous materials into the environment are not expected based on background research of hazardous materials in the project vicinity and implementation of precautionary measures. Based on a records search (Environmental Data Resources (EDR), (2014) for the project, historically there were two facilities which are potential sources for hazardous substances or petroleum products. However, the regulatory agency database listing the two facilities did not note any documented historical releases or other violations; therefore, the facilities are unlikely to have negatively impacted the site.

There is however, potential for aerially deposited lead (ADL) along Alder Avenue. HAZ-1 will ensure any potential ADL is handled and disposed of appropriately.

A visual survey of the project area was conducted on April 23, 2014. There were no indications of stained soils or hazardous materials spills in the project area.

Based on the governmental records search, aerial photograph and topographic map review and visual site survey, no Recognized Environmental Conditions are within the project limits, with the exception of the potential for ADL. HAZ-1 would be implemented for the potential ADL and HAZ-2 and HAZ-3 would be implemented for any previously unknown hazardous waste/material encountered during construction

c) No Impact. The project is not anticipated to expose the public to any greater risk to hazardous materials. The only school within approximately % mi of the project is Alder Middle School, 7555 Alder Avenue, Fontana, CA, approximately 0.2 mi south of the project. No direct physical effect to the school would result.

d) No Impact. Per the EDR (2014) database search, the California Department of Toxic Substances Control (DTSC) Envirostor database (2014), the proposed project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List.

e) Less Than Significant Impact. The Rialto Municipal Airport is located approximately 1,500 feet east of the project site, the project is not expected to result in a safety hazard for people residing or working in the project area. Furthermore, the airport is expected to be closed early in 2015 so, for that reason no conflicts or safety hazards are anticipated.

f) No Impact. The project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip is the Andy Jackson Airpark, approximately 7 mi northeast.

g) Less Than Significant Impact with Mitigation Incorporated. During construction, temporary impacts to public services such as fire, police, or emergency medical response would be less than significant with mitigation incorporated. HAZ-4 would allow emergency vehicles through the project area through traffic control and a detour plan.

h) No Impact. The project site is adjacent to commercial and residential land uses. No proposed project components are adjacent to or within wildlands.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented.

HAZ-1: Prior to final design, ROW acquisition, and construction, soil sampling for aerially

deposited lead (ADL) will be conducted in unpaved locations adjacent to Alder Avenue within the project limits. The analytical results of the soil sampling will determine the appropriate handling of the soil and disposal of surplus materials. Soils containing hazardous levels of lead will need to be disposed of at an approved landfill.

HAZ-2: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby sources or potential explosive threat if a gas pipeline is ruptured during construction). For any previously unknown hazardous waste/material encountered during construction, standard procedures for unknown hazardous waste/ material shall be followed. Underground Service Alert will have to be notified if there is any digging involved at least 2 working days prior to excavation by calling 811 to ensure that utility owners mark the locations of underground transmission lines and facilities.

HAZ-3: There may be instances in which hazardous waste has gone undetected. A note would be placed in the resident engineer's file to alert construction crews to the possibility of undetected hazardous waste and/or soil contamination. If soil discoloration, odor or fumes are encountered during construction, work should be stopped and the resident engineer informed.

HAZ-4: Emergency vehicle access would be maintained through traffic control, stage construction, and if necessary, a detour plan.

IX. Hydrology and Water Quality: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	□	□	El	□
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	□	□	□	El
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	□	□	□	El
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	□	□	□	El
e) 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?	□	El	□	□
f) Otherwise substantially degrade water quality?	□	□	El	□
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	□	□	□	El
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	□	□	□	El
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	□	□	□	El
j) Inundation by seiche, tsunami, or mudflow	□	□	□	El

a) Less Than Significant Impact. The proposed project will not violate any water quality standards or waste discharge requirements. Potential increase in storm water runoff would be minimal. The existing watershed area contributing runoff across the project is approximately 1,000 acres consisting of mainly residential and commercial development. The amount of new impervious area as a result of this project is approximately 4.5 acres. The project includes improvements to the gutter and storm water conveyance systems along Alder Road to ensure normal storm events do not result in overflows and flooding. The additional impervious area would not change the land type or impact the runoff coefficient of the overall watershed area. The additional impervious area would have a negligible impact on the overall peak flows from the large contributing watershed.

The proposed project would not degrade water quality. As in the existing condition, storm water run-off in the proposed condition will be conveyed through the project site as surface runoff. Surface flow will be contained within the street section during lower flow events and will overtop the curbs and continue as overland flow during higher flow events.

b) No Impact. The project does not propose activities requiring permanent increases in groundwater use. No buildings are proposed.

c) No Impact. The project will not alter the existing drainage patterns of the project site or overall area in a manner which would result in substantial erosion or siltation on- or off-site. As in the existing condition, storm water run-off in the proposed condition will be conveyed through the project site as surface runoff. Surface flow will be contained within the street section during lower flow events and will overtop the curbs and continue as overland flow during higher flow events.

d) No Impact. The project will not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in increased flooding on- or off-site. In the existing condition, surface flow will be contained within the street section during lower flow events. During larger storm events, surface flow will overtop the curbs and continue as overland flow. In the proposed condition, the flow patterns are the same.

The project would add approximately 4.5 acres of impervious area, which is only 0.45% of the total contributing watershed. The potential for on- or off-site areas to flood during larger storm events will not change as a result of the minimal increase in impervious area resulting from this project.

e) Less Than Significant Impact with Mitigation Incorporated. The federal Clean Water Act (CWA) establishes requirements for the discharge of urban runoff from Municipal Separate Storm Sewer Systems (MS4) under the National Pollutant Discharge Elimination System (NPDES) program. On January 29, 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued Permit Order No. R8-2010-0036 to authorize the discharge of urban runoff from MS4 facilities in San Bernardino County within the Santa Ana River watershed.

As a condition of the permit, a Water Quality Management Plan (WQMP) document must be prepared for new development and significant redevelopment projects. Since the Project is a public transportation project, a functionally equivalent document to the WQMP will be prepared as directed in the San Bernardino County Municipal Stormwater Management Program Transportation Project BMP Guidance. The Guidance applies to public transportation projects in the area covered by the Santa Ana Region MS4 Permit which involve the construction of new transportation surfaces or the improvement of existing transportation surfaces. See mitigation measure WQ-1 and WQ-2.

A BMP feasibility analysis will be completed for the project to determine to what extent BMP techniques such as drainage swales and permeable pavements will be applicable for the project.

To minimize potential erosion impacts during construction, Best Management Practices would be implemented. See mitigation measure WQ-3.

f) Less Than Significant Impact. Since water quality impacts from the proposed project are limited to storm water flows and the minimal addition of roadway runoff, no adverse impacts to groundwater or surface water are anticipated. The proposed project would have a less than significant impact on water quality.

g) No Impact. The project does not propose to build housing.

h) No Impact. The project is outside the 100-year flood zone. The project vicinity is designated as "Zone X" by the Federal Emergency Management Agency (2008).

i) No Impact. The project is widening a portion of Alder Avenue, and does not include changes to levees or dams. As detailed in answer "h" of this section, the project does not have floodplain impacts. The project does not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

j) No Impact. The project site is not subject to seiche, tsunami, or mudflow. The nearest lake is Secombe Lake, approximately 5.5 mi to the northeast. The project is not subject to tsunami because it is approximately 46 mi inland. The site is located in a generally flat area approximately 6 mi from hills and mountains and is not subject to mudflow.

Avoidance, Minimization, and/or Mitigation Measures

The following mitigation measures will be implemented:

WQ-1: The Project will comply with requirements set forth in National Pollutant Discharge Elimination System (NPDES) Permit, Order No. R8-2010-0036, NPDES No. CAS618036, Section XIV "Municipal Construction Projects."

WQ-2: Prior to the commencement of any construction activities, the project will develop and implement a functionally equivalent document to the Water Quality Management Plan (WQMP) as outlined in the San Bernardino County Municipal Stormwater Management Program Transportation Project BMP Guidance, a Storm Water Pollution Prevention Plan (SWPPP), a monitoring program that is specific for the construction project, and any other reports or plans required under the General Construction Activity Storm Water Permit.

WQ-3: BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff. The SWPPP and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the Build Alternative.

X. Land Use and Planning: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	□	□	□	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	□	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	□	□	□	☒

a) No Impact. The project does not physically divide an established community as no new barriers would be introduced with the project. The project widens an already existing street.

b) No Impact. The project does not conflict with the City's General Plan (2010), including the Land Use Element and Circulation Element.

The project will improve Alder Avenue in accordance with its designation in the City's Renaissance Specific Plan as a Major Arterial.

The project will also not conflict with the zoning of adjacent parcels. Adjacent parcels are zoned Employment, Business Center, Freeway Commercial, Utilities, and Single-Family Residential.

While partial acquisitions are anticipated for 52 parcels and temporary construction easements would be needed for 58 parcels, no overall changes to adjacent zoning would take place.

The project is 46 miles inland, outside the coastal zone. Coastal zoning requirements are not applicable.

c) No Impact. Currently, there are no applicable habitat conservation plans or natural community conservation plans.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

XI. Mineral Resources: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	□	□	□	E
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?	□	□	□	ISI

a,b) No Impact. While the project is within an area designated as MRZ-2 ("where geologic data indicate that significant PCC-Grade aggregate resources are present"), the affected roads have been designated for the transportation circulation system and these issues were addressed in the City's General Plan.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

XII. Noise: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	m	□	□
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	□	□	IXI	□
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	□	IEI	□	□
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□		□
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 expose people residing or working in the project area to excessive noise levels?	□	□	□	I£I
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	m

Fundamentals of Sound

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity.

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. Table 5 includes examples of A-weighted noise levels from common indoor and outdoor activities.

Table 5. Typical A-Weighted Noise Levels

Common Outdoor Noise	Noise Level (dBA)	Common Indoor Noise
	— 110 —	
		Rock band (noise to some, music to others)
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher in neighboring room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
	— 0 —	Lowest threshold of human hearing
Lowest threshold of human hearing		

Source: Caltrans 1998.

Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Rather, the combination of two sounds at the same level yields an increase of 3 dBA. The smallest recognizable change in sound levels is approximately 1 dBA. A 3-dBA increase is generally considered perceptible, whereas a 5-dBA increase is readily perceptible. A 10-dBA increase is judged by most people as an approximate doubling of the sound loudness.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound.
Noise exposure over a longer period of time is often evaluated based on the Community Noise Level (CNEL). CNEL is a 24-hour average L_{eq} that accounts for the sensitivity to noise during evening and

nighttime hours. CNEL is calculated by adding 5 dBA to sound levels in the evening (7:00 p.m. to 10:00 p.m.) and adding 10 dBA to sound levels at night (10:00 p.m. to 7:00 a.m.)

Regulatory Setting

Traffic Noise

The Noise Element of the City of Rialto General Plan (2010) includes standards and guidelines for identifying and controlling transportation noise sources. In particular, Policy NO-5-11 identifies measures to minimize the impacts of roadway improvement projects that are not directly tied to a particular development project. The City's outdoor activity areas identified below do not apply to front yards where levels of noise can vary throughout the day, and instead apply to backyards where individuals are more likely to gather. For the purposes of CEQA, a significant traffic noise impact would result if the proposed Alder Avenue Widening Project exceeds the following standards:

- Where existing traffic noise levels are less than 60 dBA CNEL at the outdoor activity areas of noise-sensitive uses, a +5 dB CNEL increase in noise levels due to a roadway improvement project would be considered significant.

- Where existing traffic noise levels range between 60 and 65 dBA CNEL at the outdoor activity areas of noise-sensitive uses, a +3 dB CNEL increase in noise levels due to a roadway improvement project would be considered significant.

- Where existing traffic noise levels are greater than 65 dBA CNEL at the outdoor activity areas of noise-sensitive uses, a +1.5 dB CNEL increase in noise levels due to a roadway improvement project would be considered significant.

Construction Noise Regulations

Noise from construction activities is addressed in the City of Rialto's Municipal Code. Specifically, Chapter 9.50.070, Disturbances from Construction Activity, states that construction shall be limited to the hours of 7 a.m. to 5:30 p.m. Monday through Friday and Saturdays from 8 a.m. to 5 p.m. between October 1st through April 30th and 6 a.m. to 7 p.m. Monday through Friday and Saturday 8 a.m. to 5 p.m. between May 1st through September 30th, whenever such activity is adjacent to residential uses. Construction is not permitted on Sunday or State holidays during any time of the year.

Existing Noise Environment

Noise Sensitive Land Uses

Noise-sensitive land uses are generally defined to include: places where people sleep, such as residences, hospitals, and hotels; institutional land uses where it is important to avoid interference with speech or reading, including schools, libraries, and churches; and outdoor areas where quiet is fundamental to its specific use (i.e. amphitheaters and National Parks). The only noise-sensitive receivers in the project area are single-family residences located along either side of Alder Avenue and a church located on the northbound side. Other, non noise- sensitive land uses include large undeveloped commercial areas and the Rialto Municipal Airport.

Noise Measurements

Measurements of existing noise levels were taken at two sites in the project area between July 15 and July 16, 2014. The primary purpose of the measurements was to characterize existing noise levels at noise-sensitive receivers along Alder Avenue. All of the measurement sites were located along Alder Avenue. The two measurement sites, identified as ST-1 and ST-2, are discussed below and summarized in Table 6. Figure 7 is an aerial photograph of the noise measurement sites (points labeled as R1, R2, R3, R4, R5, R6,

R7 and R8 refer to representative receivers that are evaluated later in this report).

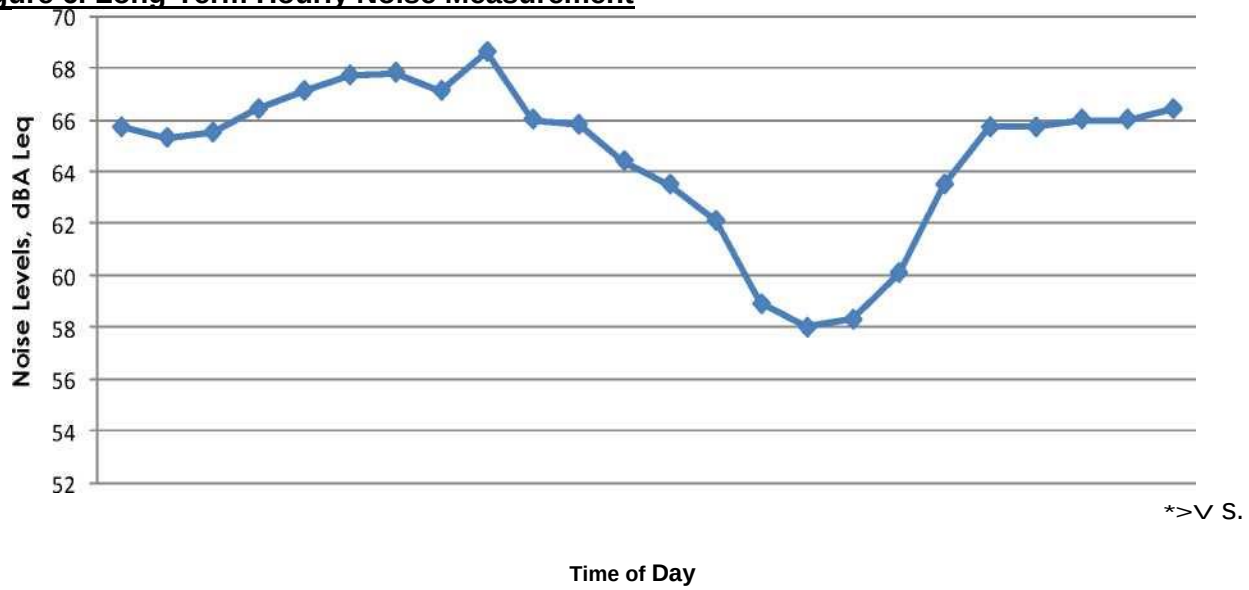
- **LT-1** was located between two residences near 1415 Alder Avenue. The microphone was placed approximately 50 feet from the northbound traffic lane of Alder Avenue. Sound levels were measured over a 24-hour period on July 15 and July 16, 2014.

- **ST-1** was located at an undeveloped commercial property near 1446 Alder Avenue. The microphone was placed 170 feet from the southbound traffic lane of Alder Avenue. A 15-minute measurement was taken at this location during the morning of July 15, 2014.

- **ST-2** was located along the north side of Alder Avenue approximately 120 feet from the northbound lane near 1365 Alder Avenue. A 15-minute measurement was taken at this location during the morning of July 15, 2014.

Traffic on Alder Avenue was the dominant noise source at all measurement locations. Figure 6 shows the hourly sound levels at LT-1. The sound levels over the 24-hour period range from 58 to 68.6 dBA. The highest sound levels, which occurred during the late afternoon, were probably due to higher traffic volumes on Alder Avenue during commuting periods.

Figure 6. Long-Term Hourly Noise Measurement



Source: ESRI World Imagery 5/25/2010; Dokken Engineering9/19/2014; Created By; erinb

0 250 500 750 1,000 Feet

Figure 7
Receiver Locations
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, Californiaa

Figure 7
Receiver Locations
Alder Avenue Widening
City Project No. 140801
City of Rialto, San Bernardino County, Californiaa

A secondary purpose of the noise measurements is to calibrate the noise prediction model to account for site-specific factors that might affect the overall noise levels. Traffic counts were taken simultaneously with the noise measurement at sites ST-1 and ST-2. Using the observed volumes, speeds, and vehicle mix (% autos, medium trucks, and heavy trucks), traffic noise levels were modeled at both measurement sites. By comparing the measured data to the modeled data, it is possible to estimate how accurately the model will predict noise levels at a given location. As illustrated in Table 6, the measured Leq was between 1.9 and 2.1 dBA lower than the predicted Leq at the two measurement sites. A calibration factor is not typically applied to the traffic noise predictions when the difference between the measured and modeled values is less than 3 dB (Caltrans, 2013). However, fine-tuning of the prediction model to actual site conditions is recommended if the site conditions in the design year relative to existing conditions are not expected to change significantly. Therefore, a calibration constant, or K factor of -2 dB was applied to the model results.

Table 6. Summary of Noise Measurements

Parameter	LT-1	ST-1	ST-2
Date	7/15/14	7/15/14	7/15/14
Start Time	10:00am		
Duration	24 hour	15 min	15 min
Sound Levels			
Measured	--	53.8	55.7
Predicted	--	55.4	57.5
Calibration (K) Factor	--	-1.9	-2.1

Existing Noise Levels

Existing noise levels were estimated using TNM and traffic volumes for Alder Avenue (LSA, 2009). This data includes hour-by-hour counts of traffic by vehicle type and existing and future volumes. For the analysis, the vehicle mix was divided between automobiles, medium trucks (2- axle and 6-wheel), and heavy trucks (3+ axles).

A total of eight single-family residences and one church, represented by receivers R1 through R8 located on either side of Alder Avenue were selected for the noise analysis. Figure 7 is an aerial showing the locations of these noise-sensitive receivers.

Table 7 lists the predicted CNEL from traffic noise at measurement sites R1 through R8. As shown, the existing CNEL ranges from a low of 50 dBA at receiver R1 to a high of 60 dBA at receiver R5. The noise levels are highest at receiver R5, which represents an outdoor activity use area at the church. This receiver is closest to the traffic lanes (compared to the other receivers) and is not shielded by intervening structures.

Table 7. Predicted CNEL Noise Levels

Receiver ID	Locations	Existing Noise Levels, dBA CNEL	2035 Without Project Noise Level, dBA CNEL	2035 With Project Noise Level, dBA CNEL	2035 With Project minus Existing, dB	2035 With Project minus 2014 Without Project, dB
R1	1420 Alder Avenue	50	52	55	5	3
R2	1358 Alder Avenue	54	55	59	5	4
R3	1302 Alder Avenue	58	59	63	5	4
R4	1278 Alder Avenue	53	55	58	5	3
R5	1295 Alder Avenue	60	62	67	7	5
R6	1415 Alder Avenue	58	60	63	5	3
R7	1345 Alder Avenue	52	53	57	5	4
R8	1493 Alder Avenue	51	53	57	6	4

Discussion

a) Less Than Significant with Mitigation Incorporated. Traffic-Related Noise: As indicated above, a potentially significant traffic noise impact is predicted at receiver R5. Receiver R5 represents the outdoor activity area at the church on the northbound side of Alder Avenue. This church does not have any existing sound/privacy walls and the outdoor activity area has a direct line of side to Alder Avenue. Access to the church is provided directly off of Alder Avenue through two driveway access points. Therefore, placement of a sound wall at this location is not feasible; however, feasible mitigation is proposed in Discussion section c, below.

Construction-Related Noise: Construction of the proposed project would require the use of heavy equipment that could increase noise levels in the immediate project area. Examples of equipment used for roadway construction include concrete mixers, bulldozers, backhoes, and heavy trucks. Typical noise levels from this type of equipment (FTA, 2006) are provided in Table 8.

Table 8. Typical Construction Noise Levels

Equipment	Maximum Noise Level (dBA at 50 feet)
Front End Loader	85
Generator	81
Paver	87
Tamper/Roller	75
Concrete Mixer	85
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Based on the types of construction activities and equipment required for the proposed project, noise levels at 50 feet from the center of construction activities would generally range from 75 to 85 dBA. The adjacent residences are located less than 50 feet and up to 150 feet from the edge of the roadway. At these distances, peak period construction noise levels are estimated to vary between 65 and 85 dBA. The potential increases in existing noise

levels due to project construction would be temporary. Specifically, the construction noise would not be continuous throughout the day and construction activities would be located in front of a particular receiver for only a limited time. Construction would also be restricted to between the hours as discussed previously under the Construction Noise Regulations section (see Measure NOI-1).

In addition, the contractor would be responsible for installing and maintaining effective mufflers on all construction equipment, locating equipment and staging areas as far from residences as possible, and limiting unnecessary idling of equipment; therefore, construction noise impacts are predicted to be less than significant (see Measure NOI-2).

b) Less Than Significant Impact. Potential ground borne vibration or ground borne noise levels would most likely occur as part of construction activities associated with the project. These construction activities would be temporary in nature and no persons would be exposed to these for extended periods of time; therefore, impacts associated with exposure to, or generation of, ground borne vibration or noises are considered to be less than significant.

c) Less Than Significant with Mitigation Incorporated. Between now and the design year (2035), traffic volumes are forecasted to increase along all segments of Alder Avenue with or without the project. Table 9 shows the predicted traffic volumes along the various roadway segments affected by the proposed project. In addition to the background growth, widening Alder Avenue would also increase local traffic volumes by adding capacity to the roadway. As shown in the final column in Table 9, the increase attributed to the project is between 136% and 201%. The project would also bring traffic lanes closer to all of the residences on either side of Alder Avenue.

Table 9. Summary of Future Traffic Volumes and Increases

		Future		Increase	
Segments	**Existing**	**2035**	**2035**	**Total**	**Project**
SB Alder Ave - N of Walnut	522	680	1226	235%	180%
SB Alder Ave - N of Miro Way	---	---	1331	--	---
SB Alder Ave - S of Base Line Rd	397	755	1323	333%	175%
NB Alder Ave - S of Base Line Rd	345	716	977	283%	136%
NB Alder Ave - N of Base Line Rd	529	672	1025	194%	153%
NB Alder Ave - N of Walnut	482	827	1659	344%	201%
NB Alder Ave - N of Miro Way	---	–	1288	---	---
SB Alder Ave - N of Base Line Rd	529	794	1499	283%	189%

Traffic noise levels are predicted to increase as a result of these changes. Table 10 shows the predicted noise levels under the Existing, Future No Project, and Future With Project conditions. The increase attributable to the project and the allowable increase are also shown in the Table 10. In general, noise levels would increase between 3 and 5 dBA as a result of the proposed

project. The majority of this increase is due to the increase in traffic volumes with the proposed project.

Table 10. Predicted CNEL Noise Levels

Receiver ID	Locations	Existing Noise Levels, dBA CNEL	2035 Without Project Noise Level, dBA CNEL	2035 With Project Noise Level, dBA CNEL	Total	Project	Allowable	Impact
R1	1420 Alder Avenue	50	52	55	5	3	5	N
R2	1358 Alder Avenue	54	55	59	5	4	5	N
R3	1302 Alder Avenue	58	59	63	5	4	5	N
R4	1278 Alder Avenue	53	55	58	5	3	5	N
R5	1295 Alder Avenue	60	62	67	7	5	5	Y
R6	1415 Alder Avenue	58	60	63	5	3	5	N
R7	1345 Alder Avenue	52	53	57	5	4	5	N
R8	1493 Alder Avenue	51	53	57	6	4	5	N

As shown in Table 10, the predicted increase in noise levels at all of the receivers except R5 is less than the impact threshold; therefore, traffic noise impacts are not predicted at these locations. Because of the low existing traffic noise levels, the allowable increase at receivers R5 is 5 dB. The project is predicted to increase traffic noise by 5 dBA; therefore, impacts would be significant. The placement of sound walls as noise mitigation is not feasible for this location because of the need for driveway openings to Alder Avenue. An alternative noise mitigation feature to sound walls is the use of rubberized or open grade asphalt instead of standard pavement. Studies have shown that rubberized pavement has resulted in a decrease in traffic noise levels of approximately 4 dB over conventional asphalt (Sacramento County, 1999). Implementing rubberized asphalt as a noise mitigation measure would reduce noise levels at receiver R5 to less than significant (see Measure NOI-3).

d) Less Than Significant Impact. Noise generated from construction vehicles and activities (such as jack hammers and cement mixers) would result in periodic increases in ambient noise levels in the vicinity of the construction site. However these increases would be temporary, intermittent, and limited to daytime hours; therefore, impacts would be considered less than significant.

e) No Impact. There are no public airstrips within the vicinity of the project area; therefore, there would be no impact associated with excessive noise levels in conjunction with public airports.

f) No Impact. The Rialto Municipal Airport is located adjacent to the project site. However, this airport will be closed in February 2015 for redevelopment, once the San Bernardino County Sheriff's Department Aviation Division relocates to the San Bernardino International Airport. Therefore, there would be no impact associated with excessive noise levels.

Avoidance, Minimization, and/or Abatement Measures

The following measures will be implemented:

NOI-1: Construction shall be scheduled in accordance with the City of Rialto Municipal Code, Chapter 9.50.070 Disturbances from Construction Activity. Accordingly, the following permitted construction hours outlined under the ordinance shall be followed:

October 1st through April 30th:

Monday—Friday:	7:00 a.m. to 5:30 p.m.
Saturday:	8:00 a.m. to 5:00 p.m.
Sunday:	No permissible hours
State holidays:	No permissible hours

May 1st through September 30th:

Monday—Friday:	6:00 a.m. to 7:00 p.m.
Saturday:	8:00 a.m. to 5:00 p.m.
Sunday:	No permissible hours
State holidays:	No permissible hours.

NOI-2: The contractor will be responsible for installing and maintaining effective mufflers on all construction equipment, locating equipment and staging areas as far from residences as possible, and limiting unnecessary idling of equipment.

NOI-3: The roadway shall be constructed with rubberized asphalt to reduce increases in noise generated by vehicles along Alder Road.

XIII. Population and Housing: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?	□	□	□	El
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	El
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	El

a) No Impact. The project would make existing streets consistent with their respective designations in the City's General Plan. The project would not induce unanticipated population growth; rather, the street improvements would accommodate planned future growth and prevent congestion that may occur without such improvements.

b,c) No Impact. The proposed project would not displace substantial numbers of existing housing, nor would it displace substantial numbers of people. No housing is within the project footprint. While partial acquisition at 50 parcels would be needed, these are minor "sliver" portions along the roadway. Standard coordination with property owners would take place during final design.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

XIV. Public Services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	□	□	□	□
I) Fire protection?	□	□	IEI	□
II) Police protection?	□	□	IEI	□
III) Schools?	□	□	IEI	□
IV) Parks?	□	□	IEI	□
V) Other public facilities?	□	□	□	IEI

Adverse physical impacts associated with governmental facilities or public services would be less than significant. Fire, police protection, schools, and other public facilities would not be impacted; potential increase in park use would be less than significant. Further details follow:

a(i,ii) Less Than Significant Impact. The nearest fire station is at 1550 N. Ayala Drive (1.9 mi away) and the nearest law enforcement is located at 1771 Miro Way (1.1 mi away). No direct physical effect to these facilities would result. No substantial delay to fire and police services is anticipated because construction would be staged to allow for traffic to continue using the project streets. At this distance, police and fire services may also access alternate streets to reach the majority of their destinations.

a(iii) Less Than Significant Impact. The nearest school is Alder Middle School, 7555 Alder Avenue, Fontana, CA, approximately 0.2 mi south of the project. No direct physical effect to the school would result. No substantial delay in access to the school is anticipated since construction would be staged to allow for traffic to continue using the project streets.

a(iv) Less Than Significant Impact. The nearest park is Cambria Park, 17140 Cambria Avenue, which is 1.3 mi from the project. No direct effects to the park would result.

a(v) No Impact. No other public facilities are within or adjacent to the project area.

Avoidance, Minimization, and/or Mitigation Measures No mitigation is required.

XV. Recreation:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	***m***	□
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?	□	□	□	**13**

a) Less Than Significant Impact. The use of Cambria Park and Fernandez Park, the two nearest recreational facilities, is not expected to increase such that substantial physical deterioration of the facilities would occur or be accelerated. Neither of the parks is directly accessed by Alder Avenue and the project is not a housing development which would bring more people to the vicinity.

b) No Impact. The project does not include recreational facilities, nor does it require the construction or expansion of such facilities.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

XVI. Transportation/Traffic: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	□	□	m	□
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	□	□	IEI	□
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	I£I
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	□	□	m
e) Result in inadequate emergency access?	□		□	□
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	□	□		□

a, b) Less than Significant Impact. The street improvements would make the subject roadways consistent with the City's standards and General Plan Circulation Element. The project would improve traffic operations and reduce congestion. Construction will be staged to allow traffic to continue using the streets while the work is being performed.

c) No Impact. The street improvements would not result in new air traffic facilities. A change in air traffic patterns would not result.

d) No Impact. The street improvements stay along the existing alignments and intersections and do not include sharp curves or dangerous intersections or incompatible uses.

e) Less Than Significant Impact with Mitigation Incorporated. During construction, temporary impacts to public services such as fire, police, or emergency medical response would be less than significant with mitigation incorporated. TRA-1 would allow emergency vehicles through the project area through traffic control, stage construction, and a detour plan.

f) Less Than Significant Impact. The street improvements are consistent with the City's General Plan Circulation Element regarding bicycle facilities and pedestrian facilities. No substantial delay to public transit is anticipated since construction will be staged to allow traffic to continue using the streets while work is being done.

Avoidance, Minimization, and/or Mitigation Measures

TRA-1: Emergency vehicle access would be maintained by implementing traffic control, staged construction, and if necessary, a detour plan. A traffic management plan will be prepared prior to the start of construction to document the necessary traffic control and detours.

XVII. Utilities and Service Systems: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	□	□	□	m
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	□	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□		□
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	□	□	□	
e) 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?	□	□	□	ISI
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	□	□		□
g) Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	□	

a,b,d,e) No Impact. Since the project is not a housing or commercial/retail development, exceedance of wastewater treatment requirements would not result and construction of new water or wastewater treatment facilities would not be needed. Water supplies for construction of the project are also adequate and new or expanded entitlements are not needed. No substantial long-term additional water supplies are needed for the widened streets.

c) Less Than Significant Impact. New or expansion of storm water drainage facilities are not proposed. Potential increase in storm water runoff would be minimal. The existing watershed area contributing runoff across the project is approximately 1,000 acres consisting of mainly residential and commercial development. The amount of new impervious area as a result of this project is approximately 4.5 acres.

The additional impervious area would not change the land type or impact the runoff coefficient of the overall watershed area. The additional impervious area would have a negligible impact on the overall peak flows from the large contributing watershed.

f) Less Than Significant Impact. During construction, solid waste may be generated from removal of existing pavement; the contractor will be required to take the material to a recycler for reprocessing.

g) No Impact. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

XVIII. Mandatory Findings of Significance	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	□		□	□
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?	□	□	m	□

a) Less Than Significant Impact with Mitigation Incorporated. As discussed in Section IV Biological Resources, no significant impacts are anticipated with the inclusion of appropriate avoidance, minimization and/or mitigation measures. Inclusion of these measures will ensure that the project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal.

b) Less Than Significant Impact with Mitigation Incorporated. No environmental effects were identified in the initial study which indicates the project will have impacts that achieve short term goals to the disadvantage of long term environmental goals.

c) Less Than Significant Impact. No substantial adverse effects on human beings, either directly or indirectly, are anticipated. Construction noise would be minimized through timing restrictions.

Avoidance, Minimization, and/or Mitigation Measures

No additional mitigation measures are needed beyond those identified throughout this IS/MND.

List of Preparers

The following is a list of persons who prepared or participated in the Initial Study:

City of Rialto

Eddie Chan, P.E., Project Manager

Marcus L. Fuller, Public Works Director/City Engineer

Dokken Engineering Project Design:

Mike Roberts, P.E., Project Manager; 17 years of project management and civil engineering experience.

David Layne, P.E., Project Engineer; 10 years of civil engineering experience.

Environmental Document:

Erin Brown, Environmental Planner. B.S. in Chemistry and M.S. in Atmospheric Science; 9 years of environmental science experience. Contribution: Co-Author of Initial Study

Tim Chamberlain, Senior Environmental Planner. B.A. in Political Science; 10 years of environmental planning experience. Contribution: Environmental Manager and Co-Author of Initial Study

Angela Scudiere, Environmental Planner/Biologist. B.S. in Biological Sciences; 5 years of environmental planning experience. Contribution: Biological Resources

Amy Dunay, Environmental Planner/Archaeologist. M.A. in Archaeology; 9 years of cultural resources/environmental planning experience. Contribution: Cultural Resources

Brian Marks, Environmental Planner/Archaeologist. Ph.D. in Anthropology; 17 years of archaeology experience. Contribution: Cultural Resources

Cherry Zamora, Associate Environmental Planner. B.A. and M.A. in Geography; 10 years of environmental planning experience. Contribution: Early coordination.

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Distribution List

Public Notices to parcel owners within 300 feet of study area.

California State Clearinghouse 1400 10th Street #12 Sacramento, CA 95814

Rialto Branch Library 251 W 1st Street Rialto, CA 92376

Carter Branch Library 2630 N. Linden Ave Rialto, CA 92377

San Bernardino County Flood Control District Attn: Environmental and Construction 825 East 3rd Street, Room 123 San Bernardino, CA 92415

Kai Palenscar
Palm Springs U.S. Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

Appendix A Mitigation and/or Minimization Summary

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
AQ-1	The contractor will comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. South Coast Air Quality Management District Rule 403, Fugitive Dust, would therefore be followed and would result in minimizing PM_{10} and $PM_{2.5}$ emissions.	Contractor/City	Construction	
BIO-1	The project biologist shall conduct preconstruction surveys consistent with the 2012 CDFW *Staff Report on Burrowing Owl Mitigation* for burrowing owls no less than 2 weeks before construction activities begin. If no burrowing owls are detected, no further action for burrowing owl will be required. If active burrowing owl burrows are found in or near the permanent or temporary construction impact area, the County will implement the following: Occupied burrows must not be disturbed during the breeding season (February 1 to August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If avoidance of active nests is preferred, the biologist must consult with the CDFW to determine appropriate buffer widths and acreage of foraging habitat to be permanently preserved contiguous with the occupied burrow site. The Contractor must not	City	Pre-Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	disturb identified burrowing owl burrows until the qualified biologist verifies it has been cleared. Should destruction of occupied burrows be unavoidable during the non-breeding season (September 1 - January 31) either, unsuitable burrows must be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by the CDFW. Newly created burrows will follow guidelines established by the CDFW.			
BIO-2	If vegetation removal is to take place during the breeding season (February 15th -September 15th), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor. A 100 foot no-disturbance buffer will be established around any active songbird nest to limit the impacts of construction activities. A 250 foot no-disturbance buffer will be established around any active raptor nest. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.	Contractor/City	Pre-Construction, Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
BIO-3	The contractor shall not apply rodenticides or herbicides in the project area during construction activities.	Contractor/City	Construction	
BIO-4	If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed. In the unlikely event a worker inadvertently injures or kills a special-status species or finds one dead, injured, or entrapped, the worker shall immediately report the incident to the project biologist.	Contractor/City	Construction	
BIO-5	All trash will be kept in wildlife-proof receptacles and any non-natural food and water sources will not be left unattended for the duration of the project construction	Contractor/City	Construction	
CUL-1	If previously unidentified cultural materials are unearthed during project activities, work shall be halted in that area until an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards in Archaeology can assess the significance of the discovery and develop a plan for documentation and removal of resources, if necessary.	Contractor/City	Construction	
CUL-2	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code (PRC)	Contractor/City	Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent. Further provisions of PRC 5097.98 are to be followed as applicable.			
CUL-3	If prehistoric cultural resources and/or human remains are encountered during the project, the Soboba Band of Luiseno Indians should be contacted, as per their request during Native American Consultation.	Contractor/City	Construction	
GEO-1	Construction and design of the proposed project shall be in compliance with current construction and seismic codes and standards, which would reduce potential seismic hazard risks to acceptable levels. Specific design and construction measures recommended in subsequent geotechnical studies to reduce geologic or seismic hazards shall be implemented. Subsequent geotechnical studies shall be completed prior to completion of final design for the proposed project.	City	Final Design	
GEO-2	BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff. A Storm Water Pollution Prevention Plan (SWPPP) and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the project.	Contractor/City	Pre-Construction, Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
HAZ-1	Prior to final design, ROW acquisition, and construction, soil sampling for aerially deposited lead (ADL) will be conducted in unpaved locations adjacent to Alder Avenue within the project limits. The analytical results of the soil sampling will determine the appropriate handling of the soil and disposal of surplus materials. Soils containing hazardous levels of lead will need to be disposed of at an approved landfill.	Contractor/City	Pre-Construction, Construction	
HAZ-2	As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby sources or potential explosive threat if a gas pipeline is ruptured during construction). For any previously unknown hazardous waste/material encountered during construction, standard procedures for unknown hazardous waste/ material shall be followed. Underground Service Alert will have to be notified if there is any digging involved at least 2 working days prior to excavation by calling 811 to ensure that utility owners mark the locations of underground transmission lines and facilities.	Contractor/City	Pre-Construction, Construction	
HAZ-3	There may be instances in which hazardous waste has gone undetected. A note would be placed in the resident engineer's file to alert construction crews to the possibility of undetected hazardous waste and/or soil contamination. If soil discoloration, odor or fumes are encountered during construction, work should be stopped and the resident engineer informed.	Engineer/City	Pre-Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
HAZ-4	Emergency vehicle access would be maintained through traffic control, stage construction, and if necessary, a detour plan.	Contractor/City	Final Design, Pre-Construction, Construction	
HYD-1	The project will comply with requirements set forth in National Pollutant Discharge Elimination System (NPDES) Permit, Order No. R8-2010- 0036, NPDES No. CAS618036, Section XIV “Municipal Construction Projects.”	Contractor/City	Pre-Construction	
HYD-2	Prior to the commencement of any construction activities, the project will develop and implement a functionally equivalent document to the Water Quality Management Plan (WQMP) as outlined in the San Bernardino County Municipal Stormwater Management Program Transportation Project BMP Guidance, a Storm Water Pollution Prevention Plan (SWPPP), a monitoring program that is specific for the construction project, and any other reports or plans required under the General Construction Activity Storm Water Permit.	Contractor/City	Pre-Construction	
HYD-3	BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff. The SWPPP and NPDES- compliant measures would ensure no adverse impacts would occur to water quality associated with the Build Alternative.	Contractor/City	Pre-Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
NOI-1	Construction shall be scheduled in accordance with the City's Noise Ordinance, Ordinance Number 1417 of the Rialto Municipal Code. Subsequently, the following permitted hours outlined under the ordinance shall be followed as feasible: October 1st through April 30th: Monday—Friday: 7:00 a.m. to 5:30 p.m. Saturday: 8:00 a.m. to 5:00 p.m. Sunday: No permissible hours State holidays: No permissible hours May 1st through September 30th: Monday—Friday: 6:00 a.m. to 7:00 p.m. Saturday: 8:00 a.m. to 5:00 p.m. Sunday: No permissible hours State holidays: No permissible hours.	Contractor/City	Construction	
NOI-2	The contractor will be responsible for installing and maintaining effective mufflers on all construction equipment, locating equipment and staging areas as far from residences as possible, and limiting unnecessary idling of equipment	Contractor/City	Construction	
NOI-3	The roadway shall be constructed with rubberized asphalt to reduce increases in noise generated by vehicles along Alder Road.	Contractor/City	Final Design, Pre-Construction, Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
TRA-1	Emergency vehicle access would be maintained through traffic control, stage construction, and if necessary, a detour plan.	Contractor/City	Pre-Construction, Construction	

Appendix B Acronyms and Abbreviations

ADL	aerially deposited lead Best
BMP	Management Practices Biological
BSA	Study Area California
CA	California Ambient Air Quality Standards California
CAAQS	Department of Transportation California
Caltrans	Environmental Quality Act California Department of
CEQA	Fish and Wildlife California Natural Diversity
CDFW	Database carbon monoxide carbon dioxide Clean
CNDDB	Water Act decibels (A-weighted)
CO	Environmental Data Resources
CO_2	Environmental Impact Report
CWA	Environmental Protection Agency
dBA	greenhouse gas
EDR	Initial Study
EIR	pounds
EPA	miles
GHG	Mitigated Negative Declaration Mineral Resource
IS	Zone 2 Municipal Separate Storm Sewer Systems
lb	metric ton
mi	National Ambient Air Quality Standards National
MND	Environmental Policy Act nitrogen dioxide nitrogen
MRZ-2	oxides
MS4	National Pollutant Discharge Elimination System
MT	ozone
NAAQS	Project Area Limits Lead
NEPA	Portland Cement Concrete Particulate Matter, 2.5
NO_2	microns or less Particulate Matter, 10 microns or
NO_x	less parts per million reactive organic gases
NPDES	San Bernardino Archaeological Information Center South Coast
O_3	Air Quality Management District Sacramento Metropolitan Air
PAL	Quality Management District sulfur dioxide
Pb	Storm Water Pollution Prevention Plan U.S. Fish and Wildlife
PCC	Service volatile organic compounds Water Quality
$PM_{2.5}$	Management Plan
PM_{10}	
ppm	
ROG	
SBAIC	
SCAQMD	
SMAQMD	
SO_2	
SWPPP	
USFWS	
VOC	
WQMP	

Appendix C Public Comments and Responses

Comment 1.

California Department of Fish and Wildlife (received via State Clearinghouse, 03/16/15)

Slats at Callforrva - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 inland Empire 31 vd., Suite 0-220
Onlarlo, CA 91764
{909) 434-0459
www.wHdllfe.C3 .OP^

EDMUNDG, BROWN, Jr.. Goi^rnpf
CHARLTON H. BONHAM, Dtrtmtor

March 16. 2015

Mr. Eddie Chan P.E
Project Manager City
of Rialto 335 W. Rialto
Avenue Rialto. CA
92376

Subject: Initial Study and Mitigated Negative Declaration
Alder Avenue Widening Project Slate
Clearinghouse No. 2015021051

Dear Mr. Chart:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Alder Avenue Widening Project (Project) (State Clearinghouse No. 2015021051]. The Department is responding to the IS and MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *etseq.)* and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The City of Rialto proposes to widen the segment of Alder Avenue from Baseline Road to Renaissance Parkway in the City of Rialto, San Bernardino County, California. The total length of the Project is approximately one mite. Alder Avenue would be widened to meet the City's Renaissance Specific Plan standard for a Major Arterial excluding the sidewalks and parkways outside of the curbs. Alder Avenue would be widened to include 4 through-lanes, a landscaped median, and bike lanes. Turn lanes would be added near the intersections at Baseline Road, Miro Way, Walnut Avenue, and Renaissance Parkway. The existing signalized intersections at Alder Avenue/Baseline Road and Alder Avenue/Renaissance Parkway would be improved to accommodate the newly widened roadway. New traffic signals would be Installed at the Alder Avenue/Miro Way intersection and signal improvements would be implemented at the Alder Avenue Walnut Avenue intersection.

Biological Resources and Impacts

Following review ot the Biological Resources section of the IS, the Department identified a number of questions, comments and concerns, end requests that each of these be addressed prior to adoption of the proposed MND. The Department's questions, comments, and concerns Include:

1. The CEQA document Identifies suitable habitat for burrowing owl within the project area, and the California Natural Diversity Database indudes records of

information, In the Department's opinion, the potential for owi$ to occur within the project site and particularly to forage within the project site is high. Therefore the project has the potential to cause the loss of nesting and/or foraging habitat for burrowing owl, A

Please note that it is the Project proponent's responsibility to comply with all applicable taws related to nesting birds and binds of prey. Migratory non-game native bird species are protected by International treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918. as amended (16 U.S.C. 703 ef *seq.).*
In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) stipulate the following: Section 3503 states that ft Is unlawful to take, possess, or needlessly destroy the rest or eggs of any bird, excepl as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Faiconiformes or Striglformes (birds-of-preyj or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that II is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such

the Secretary of the Interior under provisions of the MBTA. B

Take of Individual burrowing owls and their nests, including nests in which adults have not yet begun to lay eggs, is defined by FGC section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in FGC Section 86 as 'hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kilt."

The Department recommends that the City follow the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012); available for download from the Department's website:

https://www. dfq. eg. g ov/wi Id I ife/nongame/surve v monltor.html.

The Department expects that the City will follow the Staff Report on Burrowing Gwl Mitigation, which specifies that the steps for project impact evaluations include:

a. A habitat assessment;
b. Surveys; and
c. An impact assessment

As stated In the *Staff Report on Burrowing Owl Mitigation,* the throe progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will Inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owi surveys provide Information needed to determine the potential effects of proposed projects end activities on burrowing owls, and to avoid take in accordance with FGC sections 36, 3503, and 3503.5, Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

B

The Department does not concur that the proposed mitigation for the unavoidable Loss of occupied burrows Is sufficient to reduce potential Impacts to a less than significant level, because it does not specify the size, quality, and proximity to the site of habitat to be preserved. To reduce potential Impacts to burrowing owl to a level less than significant the Department recommends that the City revise the CEGA document, prior to adoption of the MND, to Incorporate information gained from the implementation of the three progressive steps outlined above. Please nole that mitigation must be roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of CEGA (CEQA Guidelines, *§§* 15120.4(8X4X5), 15064,15065. and 16355), Current scientific literature supports the conclusion that mitigation for permanent burrowing owl habitat loss necessitates replacement with an equivalent or greater habitat area for breeding, foraging, wintering, dispersal, presence of burrows, burrow surrogates, presence of fosse rial mammal dens, we!! drained soils, and abundant and available pray within dose proximity (within 75 meters) of the burrow.

The Department requests to be notified should any burrowing owls be found onsite. The Department also requests to be consulted prior to any exclusion of owfsfrom their burrows and/or destruction of occupied

C

burrows,

2. Regarding Mitigation Measure BIO-2, the IS states that for the purposes of the IvfND, the breeding bind season includes "...February 15lh through September 15th '. Because not all species adhere to these nesting dates, the Department encourages the Lead Agency to complete nesting bird surveys regardless of time

of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. Pfease note that nesting bird surveys should be carried out over the entire project site, not just areas with trees and shrubs, as some species nest directly on the ground. Furthermore, the Department recommends that resting bird surveys be completed within three (3) days of ground disturbing activities, as instances of nesting could be missed otherwise. The Deportment reconn mends that the-City revise Mitigation Measure BIO-2, and require an avian breeding survey, regardless of time of year, to ensure that ihe project complies with all federal, state, and local laws. .

C

The Department appreciates the opportunity to comment on the Initial Study and proposed Mitigated Negative Declaration for the Alder Avenue Widening Project (SCH No. 2015021051), and requests that the City address the Department s comments and concerns prior to adoption of the MND. If you should have any questions pertaining to these comments, please contact Gabriele Quill mar at (009) 980-381B or at gabriele.qu;llman@wtldlife ca.gov.

Sincerely,

Leslie MacNair
Acting Regional Manager

cc: State Clearinghouse, Sacramento

Response 1.

Thank you for your comments; they have been included in the final environmental document.

Response A: The draft Initial Study did not contain a complete discussion of the survey and identification efforts that were performed for burrowing owl. On April 3, 2013 Dokken Engineering Biologist Angela Scudiere did a general biological survey of the project area as well as a habitat assessment for burrowing owl. The BSA has very limited potential for nesting habitat. The vast majority of the ground that isn't covered by asphalt is either highly compacted soils which are not suitable for new burrows, are on private property with tall non-native grasses, or appear to be regularly disturbed by private property uses (disking or tilling). One isolated area within the BSA did contain existing burrows which could potentially be used by burrowing owls; however, these burrows were currently occupied by ground squirrels at the time of the survey. This additional discussion has been added to the Initial Study and provides support for the claim that the potential for encountering a burrowing owl in the project area is low to moderate.

Response B: On April 16, 2014, Dokken Engineering Senior Environmental Planner Tim Chamberlain contacted Gabriele Quillman of the California Department of Fish and Wildlife (CDFW) to discuss the project and CDFW's comments on the draft Initial Study. Mr. Chamberlain explained in much greater detail the survey work and burrowing owl habitat assessment that was performed in April of 2014 and explained the site conditions as shown in Response A. Based on the disclosure of the thorough identification efforts and the suitability of burrowing owl nesting habitat in the project area, Ms. Quillman agreed that for the Alder Avenue Widening Project, preconstruction surveys and contingency measures as described in measure BIO-1 would be adequate for ensuring that potential impacts to burrowing owl would be reduced to a less than significant level and that protocol surveys would not be required. As a result of this coordination, no changes to the proposed mitigation measures for burrowing owl have been made to the document.

Response C: Measure BIO-2 has been modified as suggested by CDFW to require a pre-construction nesting bird survey regardless of the season to ensure that nesting birds are adequately identified and protected during construction. This will ensure compliance with all applicable laws related to nesting birds and birds of prey. The measure has been further modified to require the survey take place within three (3) days of the start of ground disturbing or vegetation clearing activities.

Comment 2.

San Bernardino County Department of Public Works (received via mail, 03/19/15)

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.8109
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
• Environmental & Construction • Flood Control
• Operations • Solid Waste Management
• Surveyor • Transportation

Gerry Newcombe
Director

March 19. Z015

File; 10(ENV)-4.01

Eddie Chan City of
Rialto 336 W. Rialto
Avenue RiaEto, CA.
92376
echa n@riaitoca.gov

RE: CEQA - NOTICE OF AVAILABILITY OF A MITIGATEO NEGATIVE DECLARATION FOR THE ALDER AVENUE WIDENING PROJECT FOR THE CITY OF RIALTO

Dear Mr. Chan;

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on February 10, 2015,** and pursuant to our review, the following commenls are provided;

Environmental Management Division (Kim Romish, Ecological Resource Specialist. 303-337-79711:

1, According to the draft Initial Study (IS), the project site contains low to moderate potential for burrowing owl(s), due to it having the preferred habitat of open fallow fields, along with a burrowing owl occurrence within 1 mile of the project *(Table* 3, *Page 22).* To reduce (he project Impacts to this state sensitive species, a mitigation measure (B/O-J, *Page 30)* will be implemented that includes;

'The project biologist shall conduct preconstruction surveys consistent with the 2012 CDFW Staff Report on Burrowing Owl Mitigation for burrowing owls no less than 2 weeks before construction activities begin. If no burrowing owls are detected, no *further action for burrowing owl will be required (Discussion a, Page 29) '*

This avoidance measure is not consistent with the new guidelines prepared in the State of California Natural Resources Agency Department of Fish and Game (CDFG) Staff Report on Burrowing Owl Mitigation (Appendix C, March 7. 2012) which states that:

"If burrowing owl habitat or sign is encountered on or adjacent to (within 150 meters) a project Site, burrowing owl surveys will be conducted, If the project will occur in the breeding season (February 1 - August 31), then a minimum of four (4) survey visits will be conducted *with: 1) at least one site visit* between *February 15 and April 15, and 2) a minimum of three* survey *visits, at least three weeks apart, between April 15 and July 15, with at least one visit after June 15. tf the project will commence in the non-breeding season (September 1-* January *31), than at hast four (4) visits, spread evenly, will occur throughout the nonbreeding season.*

If burrowing owl **occupancy is** *determined, sn Imped assessment wUf be completed. Through CDFG consultation, mitigation measures may be implemented and may include: the development of a burrowing owl artificial burrow and exclusion plan, minimization efforts through established buffers and monitoring, site surveillance through Initial, during, and follow up surveys, or some combination of Wo above mentioned strategies*."

If you have any questions, please contact the individual who provided the specific comment, as listed above.

Sincerely,

NIQHAM ARAM ALRAYES, MSCE. P E., QSD/P
Public Works Engineer ill Environmental
Management Division

N AAl P E! nh/C EQAGcmmefi [_RiaHci_MND_ AltfwAmeWd*nin5_£0l &-0 3-1fJ-C4.doc*

Response 2.

Thank you for your comments; they have been included in the final environmental document.

The draft Initial Study did not contain a complete discussion of the survey and identification efforts that were performed for burrowing owl. On April 3, 2013 Dokken Engineering Biologist Angela Scudiere did a general biological survey of the project area as well as a habitat assessment for burrowing owl. The BSA has very limited potential for nesting habitat. The vast majority of the ground that isn't covered by asphalt is either highly compacted soils which are not suitable for new burrows, are on private property with tall non-native grasses, or appear to be regularly disturbed by private property uses (disking or tilling). One isolated area within the BSA did contain existing burrows which could potentially be used by burrowing owls; however, these burrows were currently occupied by ground squirrels at the time of the survey. This additional discussion has been added to the Initial Study and provides support for the claim that the potential for encountering a burrowing owl in the project area is low to moderate.

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CDFW is the agency in California with jurisdiction over burrowing owl and its habitat and they have concurred that a preconstruction survey would be adequate to ensure impacts to burrowing owl and their habitat are mitigated to a less than significant level.

Comment 3.

State Clearinghouse (received via mail, 03/20/15)

EDMUND G. BROWN JR.
GOVERNOR

STATE c>F CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

KKNALEI
Dixmtm

March 20, 2015

1'cdie Glum C'ilv if Rialto W, Rialto Avc I! in ho, CA *92376*

Subject; Alder Avenue Widening Project SCI«. 2015021051

Dear Eddie Chan:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On die enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 19, 2015, and the comments from the responding agency (ies) is (are) enclosed If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project s ten-digit State Clearinghouse number in future correspondence so that we may respond promptly

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a proj ect which are within an area of expertise of the agency or which arc required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quatity Act. Please contact the Slate Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, Slate Clearinghouse

Enclosures
cc: Resources Agency

1400 lOtfa Street P.0. Bex 3044 Sacramento, California 95812-3044
(916)445-0613 FAX (916) 323-3018 www.cpr.ca.gov

Response 3.

Thank you for your comments; they have been included in the final environmental document.