

**MITIGATION MONITORING AND
REPORTING PROGRAM
FOR THE PRECISE PLAN OF DESIGN NO.
2018-0041

RIALTO, CALIFORNIA**

Prepared for:

CITY OF RIALTO
150 South Palm Avenue
Rialto, California 92376

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SECTION 1.0 – PURPOSE

The City of Rialto (City) would adopt this Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of the MMRP is to ensure that the Precise Plan of Design NO. 2018-0041 Project (proposed Project) complies with all applicable environmental mitigation requirements identified in the Final Mitigated Negative Declaration (MND) for the proposed Project. The mitigation measures for the proposed Project would be adopted by the City, in conjunction with the adoption of the Final MND. The mitigation measures from the Final MND have been integrated into this MMRP. The MMRP provides a mechanism for monitoring the mitigation measures in compliance with the Final MND, and general guidelines for the use and implementation of the monitoring program are described below. Within this document, the approved mitigation measures are organized and referenced by subject category. The specific mitigation measures are identified, as well as the method and timing of verification and the responsible party that would ensure that each action is implemented.

The mitigation measures applicable to the proposed Project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or reducing or eliminating impacts over time by maintenance operations during the life of the action.

Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to monitor performance of the mitigation measures included in any environmental document to ensure that implementation takes place. The City is the designated Lead Agency for the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Lead Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City would rely on information provided by the monitor as accurate and up to date and would field check mitigation measure status as required.

A record of the MMRP would be maintained at 150 South Palm Avenue, Rialto, California 92376. All mitigation measures contained in the MND shall be made conditions of the project as may be further described below.

SECTION 2.0 – FORMAT

The mitigation measure applicable to the project involve minimizing impacts by limiting the degree or magnitude of the action and its implementation. Within this document, the approved mitigation measure is referenced by subject category. The mitigation measure has a numerical reference. The following items are identified for the mitigation measure.

- Mitigation Language and Numbering
- Mitigation Timing
- Methods for Monitoring and Reporting
- Responsible Parties

SECTION 3.0 – MITIGATION LANGUAGE AND NUMBERING

Provides the language of the mitigation measure in its entirety.

SECTION 4.0 – MITIGATION TIMING

The mitigation measure required for the project will be implemented prior to construction and during construction.

SECTION 5.0 – METHODS FOR MONITORING AND REPORTING

The MMRP includes the procedures for documenting and reporting mitigation implementation efforts. As the project proponent, the City is responsible for implementation of the mitigation measure.

SECTION 6.0 – RESPONSIBLE PARTIES

For the mitigation measure, the party responsible for implementation, monitoring and reporting, and verifying successful completion of the mitigation measure is identified.

| Mitigation Measure | Implementation Time Frame | Monitoring Method | Implementation Responsibility | Verification Responsibility |
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| Biological Resources | | | | |
| MM BIO-1: In order to comply with the Migratory Bird Treaty Act (MBTA), any vegetation clearing should take place outside the general bird breeding season (February 15 to September 15), to the maximum extent practical. If this is not possible, prior to ground-disturbing activities, a qualified biologist should conduct and submit a migratory nesting bird and raptor survey report. The survey should occur no more than three days prior to initiation of Project activities, and any occupied passerine and/or raptor nests occurring within or adjacent to the study area should be delineated. Additional follow-up surveys may be required by the resource agencies. To the maximum extent practicable, a minimum buffer zone around occupied nests should be maintained during physical ground-disturbing activities. The buffer zone should be sufficient in size to prevent impacts to the nest. Once nesting has ceased, the buffer may be removed. | Prior to ground disturbing activities | Prior to ground-disturbing activities that occur outside the general bird breeding season, a qualified biologist should conduct and submit a migratory nesting bird and raptor survey report. The survey should occur no more than three days prior to initiation of Project activities, and any occupied passerine and/or raptor nests occurring within or adjacent to the study area should be delineated. | Qualified biologist approved by the City of Rialto | City of Rialto |
| Cultural Resources | | | | |
| MM CR-1: In the event that any post-contact cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist | During construction | | Qualified Archaeologist approved by the City of Rialto | City of Rialto |

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| meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within MM TCR-1, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. | | | | |
| MM CR-2: If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within MM TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. | During construction | | Qualified Archaeologist approved by the City of Rialto | City of Rialto |
| MM CR-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health | During construction | | Qualified Archaeologist approved by the City of Rialto | City of Rialto |

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| and Safety Code §7050.5 and that code enforced for the duration of the project. | | | | | |
| Transportation | | | | | |
| MM TRA-1: | <p>Intersection of Casmalia Street and Vine Avenue.</p> <ul style="list-style-type: none"> Construct the south leg of the Casmalia Street / Vine Avenue intersection as a full access project driveway with stop control at Vine Avenue and the Project driveway. Construct the Casmalia Street raised median to provide an eastbound left turn bay into Vine Avenue (between Vine Avenue and the western property line) and a westbound left-turn bay into the Project driveway with the length and tapers illustrated in Figure 19 of the Traffic Impact Study. Transition the single eastbound lane on Casmalia Street to two through lanes approaching the Casmalia Street / Vine Avenue intersection illustrated in | Prior to operation of the project | | City of Rialto | City of Rialto |

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| | <p>Figure 19 of the Traffic Impact Study.</p> <ul style="list-style-type: none"> Provide two through lanes in the westbound direction with a transition back to a single westbound lane. Use signage and the pavement markings illustrated in Figure 19 of the Traffic Impact Study. Mark the eastbound and westbound Class II bike lanes per the California MUTCD as illustrated in Figure 19 of the Traffic Impact Study. | | | |
| <p>MM TRA-2: Intersection of Ayala Drive and Casmalia Street.</p> <ul style="list-style-type: none"> Construct a raised median at the eastbound approach of Casmalia Street containing a left-turn bay and taper with the lengths illustrated in Figure 19 of the Traffic Impact Study. Provide an eastbound through-lane and an exclusive right turn lane (which is a trap lane of the outside eastbound through lane). | <p>Prior to operation of the project</p> | | City of Rialto | City of Rialto |

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| <ul style="list-style-type: none">■ Provide Class II bike lane markings between the eastbound through and right turn lane with appropriate transition markings per the California MUTCD as illustrated in Figure 19 of the Traffic Impact Study.■ Modify the signal to accommodate an eastbound right-turn overlap phase coincident with the northbound left turn phase. In addition, it is recommended that the signal phasing be modified to provide a northbound left-turn lag phase. | | | | |
| MM TRA-3: Fair Share Traffic Mitigation Fee Improvement. The following measures have been identified for funding through a fair-share mitigation fee as defined in the Rialto Renaissance Fee Program, or have been identified as required in the City's policy on traffic mitigation thresholds. The mitigation includes: | Prior to operation of the project | | City of Rialto | City of Rialto |

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| <ul style="list-style-type: none">▪ Fair-share contribution to provide an exclusive southbound right-turn at the intersection of Ayala Drive / I-210 Westbound Ramps. This improvement is not necessary to mitigate any project impacts, but was identified in the Renaissance Specific Plan RDSEIR traffic analysis and the Rialto Renaissance Fee Program. The cost of this improvement was not identified in the referenced documents but City staff indicated the cost of adding the southbound right-turn lane at approximately \$500,000. This improvement does not require any dedication of land from the proposed Project as shown in Figure 20 of the Traffic Impact Study.▪ Fair-share contribution to provide a second northbound left-turn lane at the intersection of Ayala Drive / Casmalia Street. This improvement is required because the cumulative traffic | | | | |
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| <p>projections for the northbound left turn movement exceed 200 vehicles per hour and, therefore, warrant dual left turn lanes based on the City's traffic impact study guidelines. This improvement can be implemented with restriping and does not require widening of the existing curb to curb with of Ayala Drive as shown in Figure 20 of the Traffic Impact Study. Since the cost of restriping the second left-turn lane is nominal, no cost estimate or fair-share calculation is provided.</p> | | | | |
| Tribal Cultural Resources | | | | |
| <p>MM TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any post-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination</p> | <p>During construction</p> | | | <p>City of Rialto</p> |

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| with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site. | | | | |
| MM TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project. | Throughout life of the project | | City of Rialto | City of Rialto |