

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

785A



**FROM:** TLMA - Transportation Department

**SUBMITTAL DATE:**  
August 2, 2010

**SUBJECT:** Main Street Improvement Project - Highgrove Area - Supervisorial District 5

**RECOMMENDED MOTION:** ADOPTION of a Mitigated Negative Declaration for Environmental Assessment No. 42214, APPROVAL of the Main Street Improvement Project, and ADOPTION of the Mitigation Monitoring and Reporting Program for the project.

**BACKGROUND** The Transportation Department is proposing to improve the south half of Main Street from Taylor Street to Michigan Avenue. This project is being done in conjunction with the City of Grand Terrace and the Colton Joint Unified School District for the construction of a new high school on the north side of Main Street.

The proposed project includes widening the pavement from 18 to 24 feet on the south side of

  
\_\_\_\_\_  
Juan C. Perez  
Director of Transportation

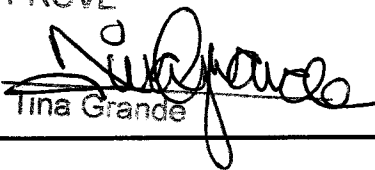
JCP:ah  
(Continued On Attached Page)

<b>FINANCIAL DATA</b>	Current F.Y. Total Cost:	\$ 0	In Current Year Budget:	N/A
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	No
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2010/11

<b>SOURCE OF FUNDS:</b> Proposition 1B, Measure A, Western DIF Signal Mitigation Fund, Miscellaneous	Positions To Be Deleted Per A-30	<input type="checkbox"/>
	Requires 4/5 Vote	<input type="checkbox"/>

**C.E.O. RECOMMENDATION:**

APPROVE

BY:   
Tina Grande

County Executive Office Signature

**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Stone, seconded by Supervisor Tavaglione and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Tavaglione, Stone, Benoit and Ashley  
Nays: None  
Absent: None  
Date: August 10, 2010  
xc: Transp.

Kecia Harper-Ihem  
Clerk of the Board

By:   
Deputy

Prev. Agn. Ref.

District: 5

Agenda Number:

**3.71**

Departmental Concurrence

Dept' Recomm.:  Policy  
Per Exec. Ofc.:  Policy  
  
 Consent  
 Consent

The Honorable Board of Supervisors

RE: Main Street Improvement Project - Highgrove Area - Supervisorial District 5

August 2, 2010

Page 2 of 2

Main Street, installation of curb, gutter, and a 5-foot wide sidewalk, new and replaced storm drain segments and catch basins, utility relocations and traffic signals at Main Street and Michigan Avenue. The north side of Main Street in San Bernardino County will be widened to accommodate a 13-foot wide median, as part of the development of the Colton Joint Unified School District High School Number 3. A 6-foot high wrought iron fence will be built in the median to discourage pedestrians or students that park on the south side from crossing mid-block. It should be noted that the environmental document for the project, which included approval of the school, the work on the north side, a new signal on Main Street for the primary school access, and the median was done in December 2005.

Additional right-of-way would be required to install the traffic signal at Main Street and Michigan Avenue. The County is currently in negotiations with the property owner located at the southwest corner of Main Street and Michigan Avenue; this property may need to be either partially acquired, or fully acquired (with relocation) as part of the project. Accessible ramps will be installed at Sanrive Avenue and Michigan Avenue.

The project originally included a second eastbound through lane in existing right-of-way on the south side of Main Street. The second lane would have resulted in elimination of on-street parking for existing residents. Several comment letters were received objecting to the loss of parking. County staff held a series of meetings with property owners adjacent to and abutting the south side of Main Street to discuss this project. Due to significant concerns expressed by the adjacent property owners over the initially proposed loss of parking in front of their homes due to a second eastbound through lane, the project has been modified to provide one eastbound through lane and still allow street parking on the widened area where a second eastbound lane would have been. Should the second eastbound lane ever need to be considered for through traffic in the future due to traffic volumes or safety, that change will need to be considered as a separate project and coordination with the adjacent property owners will need to be done.

The traffic signal at Main and Michigan will be built as a separate construction project after right-of-way has been acquired. The street work on the south side of Main Street will be constructed by the school district along with the work on the north side, anticipated to start this Fall.



Original Negative Declaration/Notice of Determination was routed to County Clerks for posting on.

8/10/10  
Date

ICV  
Initial

*sent to transp. to post*



### NOTICE OF DETERMINATION COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

EA No. 42214

SCH# 2009101101

**PROJECT NAME: Main Street Improvement Project**

**DESCRIPTION AND LOCATION:** The Transportation Department is proposing to improve the south half of Main Street from Taylor Street to Michigan Avenue. This project is being done in conjunction with the City of Grand Terrace and the Colton Joint Unified School District for the construction of a new high school on the north side of Main Street in San Bernardino County. The proposed project includes widening of existing pavement from 18 feet to 24 feet, installation of curb, gutter, and a 5-foot wide sidewalk, new and replaced storm drain segments and catch basins, utility relocations and a traffic signal at Main Street and Michigan Avenue. The north side of Main Street will be widened to accommodate a 13-foot wide median, as part of the development of the Colton Joint Unified School District High School Number 3. A 6-foot high wrought iron fence will be built in the median to encourage pedestrians to use the proposed crosswalks. Additional right-of-way would be required to install the signal, and it is anticipated that the existing residence located at the southwest corner of the intersection of Main Street and Michigan Avenue may be acquired (relocated) as part of the project to accommodate project right-of-way requirements. Accessible ramps will be installed at Sanrive Avenue and Michigan Avenue.

1. The project [ will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA
3.  A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation measures [ were  were not] made a condition of the approval of this project.
5. A Mitigation Monitoring plan was [ was not ] adopted.
6. A statement of Overriding Considerations [ was  was not] adopted for this project.

The project will not have a significant effect on the environment and a Negative Declaration has been adopted pursuant to CEQA and may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8<sup>th</sup> fl, Riverside, California 92501.

The Final EIR may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8<sup>th</sup> fl, Riverside, California 92501.

Laurie Dobson Correa

Title Environmental Division Mgr

Date 7/24/10

Juan C. Perez

Title Director of Transportation

Date 8/2/10

**HEARING BODY OR OFFICER**

XX Board of Supervisors

         Planning Commission

**ACTION ON PROJECT**

  X   Approval

         Disapproval

Date:                                 

Board Assistant

August 10, 2010

Verifying:

Title:

Date:

**For County Clerk Use**



**SITE VICINITY**

MAIN ST. IMPROVEMENT PROJECT  
 RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
 RIVERSIDE, CALIFORNIA

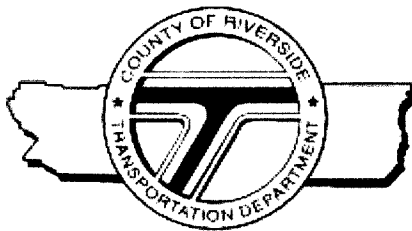
**FIGURE 2**

**LEGEND**  
 --- Proposed Widening Length

Source: DigitalGlobe (2008)

Mitigated Negative Declaration  
**Main Street Improvement Project**

Prepared for:



**Riverside County Transportation Department**  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

Prepared by:

**URS**

URS Corporation  
2020 East First Street, Suite 400  
Santa Ana, CA 92705

July 2010

AUG 10 2010 371

## Mitigated Negative Declaration

### Project Information

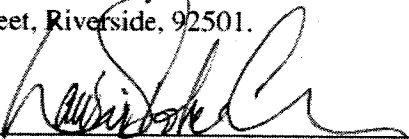
<b>Project Proponent:</b>	Riverside County Transportation Department 3525 14 <sup>th</sup> Street Riverside, CA 92501
<b>Project Title:</b>	Main Street Improvement Project
<b>Project Location:</b>	County of Riverside, California
<b>Project Description:</b>	<p>The Riverside County Transportation Department (RCTD) is proposing to widen the south half of Main Street from Taylor Street to Michigan Avenue. This project is being done in conjunction with the City of Grand Terrace and the Colton Joint Unified School District for the construction of a new high school on the north side of Main Street. The existing asphalt concrete pavement would be widened from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue. To preserve the need to accommodate an increase in future traffic from this project, the analyses included herein is based on two lanes of travel on the south side of Main Street. Should the second eastbound lane ever need to be considered for through traffic in the future due to traffic volumes or safety, that change will need to be considered as a separate project and coordination with the adjacent property owners will need to be done.</p> <p>As part of the current project, the south side of Main Street would not be striped for a second lane, and parking would continue to be allowed.</p> <p>The proposed project also includes the installation of curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street. Currently, there are no sidewalks along the south side of Main Street. There are existing segments of existing curb and gutter that would be removed. The north side of Main Street will be widened to accommodate a 13-foot wide median, as part of the development of the Colton Joint Unified School District High School Number 3 on the north side of Main Street opposite the project addressed herein. A 6-foot high wrought iron fence will be built in the median to encourage pedestrians to use the proposed crosswalks.</p> <p>The existing segment of storm drain at Michigan Avenue would be removed and replaced with a new storm drain, and the storm drain will be extended to the existing storm drain just east of Sanrive Avenue. The existing catch basins along the south side of Main Street also would be relocated and rebuilt, and new catch basins would be added.</p> <p>The existing electrical power poles would be removed or relocated. All residential driveways would be removed and replaced with concrete drive approaches, and would tie into the existing driveways which would match the existing driveway materials currently in place. Accessible ramps would be installed at Sanrive Avenue and Michigan Avenue.</p> <p>A new traffic signal would be installed at Michigan Avenue and Main Street, but would be constructed separately with regards to timing.</p>

**Initial Study**

**Main Street Improvement Project**

	Additional right-of-way would be required to install the signal, and it is anticipated that the existing residence located at the southwest corner of the intersection of Main Street and Michigan Avenue may be acquired (relocated) as part of the project to accommodate project right-of-way requirements.
<b>Findings</b>	Pursuant to the provisions of the California Environmental Quality Act (CEQA), RCTD has determined that the proposed project would not have a significant effect on the environment. Following an Initial Study and assessment of possible adverse impacts, the proposed project was determined not to have a significant impact on the environment with the inclusion of mitigation measures, which reduces potential adverse impacts to less than significant levels. Therefore, RCTD has prepared a Mitigated Negative Declaration with mitigation measure in accordance with the provisions of CEQA.
<b>Mitigation Measures:</b>	Refer to Appendix B, Mitigation Monitoring and Reporting Program.

A copy of the Initial Study is available for review at the Riverside County Transportation Department, 3525 14<sup>th</sup> Street, Riverside, 92501.

Signature:  Date: 7/23/10  
Laurie Dobson Correa  
Environmental Division Manager  
Riverside County Transportation Department

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- Appendix B - Mitigation Monitoring and Reporting Program
- Appendix C - Project Engineering Cross-Sections and Plans
- Appendix D – Public and Agency Coordination
- Appendix E – State Clearinghouse Draft Initial Study Circulation Close-Out Letter

**Acronyms**

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
AC	asphalt concrete
ADT	Average Daily Trips
Air Basin	South Coast Air Basin
AQMP	Air Quality Management Plan
BACM	Best Available Control Measure
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
CHRIS	California Historic Resource Information Center
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
County	County of Riverside
CWA	Clean Water Act
dB	decibel
dBA	A-weighted sound pressure level
EDA	County of Riverside Economic Development Agency
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FHWA	Federal Highway Administration
GHG	greenhouse gas
I-15	Interstate 15
km	kilometer
Leq	equivalent sound level
LOS	level of service
LST	localized significance threshold
LT	long term
MBTA	Migratory Bird Treaty Act
MSHCP	Multiple Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
NOA	Naturally Occurring Asbestos
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NSR	Noise Study Report
OEHHA	Office of Environmental Health Hazard Assessment
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
ppm	parts per million
RCTD	Riverside County Transportation Department
ROG	reactive organic gas
RTP	Regional Transportation Plan

**Acronyms (continued)**

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SR	State Route
ST	short term
SWPPP	Storm Water Pollution Prevention Plan
TeNS	Technical Noise Supplement
TNM	Traffic Noise Model
TUMF	Transportation Uniform Mitigation Fee
USACE	U.S. Army Corps of Engineers
VMT	vehicle miles traveled
VOC	volatile organic compounds
WRCC	Western Regional Climate Center
WRCOG	Western Riverside Council of Governments

## 1.0 INTRODUCTION

### 1.1 BACKGROUND

The Riverside County Transportation Department (RCTD) is proposing to widen the south half of Main Street from Taylor Street to Michigan Avenue. This project is being done in conjunction with the City of Grand Terrace and the Colton Joint Unified School District for the construction of a new high school. The existing asphalt concrete (AC) pavement would be widened from 18 feet to 24 feet. The project also includes installation of curb, gutter, sidewalk; reconstruction of existing driveways; median and utility (e.g., electrical power poles) and storm drain improvements; and a new traffic signal at Michigan Avenue.

To preserve the need to accommodate increased future traffic from this project, the analyses included herein are based on two lanes of travel on the south side of Main Street. RCTD staff held a series of meetings with property owners adjacent to and abutting the south side of Main Street to discuss this project. Due to significant concerns expressed by the adjacent property owners over the initially proposed loss of parking in front of their homes due to a second eastbound through lane, the project has been modified to provide one eastbound through lane and allow street parking on the widened area where a second eastbound lane would have been. Should the second eastbound lane ever need to be considered for through traffic in the future due to traffic volumes or safety, that change will need to be considered as a separate project and coordination with the adjacent property owners will need to be done.

The north side of Main Street will be widened to accommodate a 13-foot wide median, as part of the development of the Colton Joint Unified School District High School Number 3 on the north side of Main Street opposite the project addressed herein. A 6-foot high wrought iron fence will be built in the median to encourage pedestrians to use the proposed crosswalks.

Refer to Appendix C, Project Engineering Cross-Sections and Plans, for engineering plans for the proposed project.

The widening of the south half of Main Street from Taylor Street to Michigan Avenue is necessary to accommodate the high volumes of traffic expected from the impact of the proposed new Colton Joint Unified School District high school and educational facility site located at the northwest corner of Main Street and Michigan Avenue.

An Environmental Impact Report (EIR) was prepared for the proposed Colton Joint Unified School District High School Number 3 and educational facility (recently named the Ray Abril High School) and adopted in 2005. Since the Riverside/San Bernardino County Line is along the centerline of Main Street, the EIR did not analyze the environmental impacts over the south half of Main Street within the County of Riverside. Due to the high volumes of traffic expected from the impact of the new high school and educational facility for the Colton Joint Unified School District, the south half of Main Street from Taylor Street to Michigan Avenue would require an environmental analysis not addressed within the previously prepared EIR for the Colton Joint Unified School District High School Number 3 and educational facility.

The proposed project is located within the County of Riverside Economic Development Agency's (EDA) Highgrove Community Sub-Area of the Interstate 215 Corridor Redevelopment Project Area. Through redevelopment, this project area will receive focused attention and financial investment to reverse deteriorating trends and structures and revitalize the business climate through jobs creation and housing stock incentives. As applicable, the proposed project would be implemented in coordination with the EDA to meet the goals and objectives of the Redevelopment Project Area.

**1.2 PURPOSE**

Pursuant to Section 15063(a) of CEQA Guidelines, RCTD, as the Lead Agency, is required to undertake the preparation of an Initial Study to determine if the proposed action would have a significant effect on the environment. The purpose of the Initial Study is to: (1) Identify potential environmental impacts; (2) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration; (3) Enable the Lead Agency to modify the proposed project through the mitigation of adverse impacts; (4) Facilitate assessment of potential environmental impacts early in the design of the proposed project; and (5) Provide documentation for the potential finding that the proposed project would not have a significant effect on the environment or can be mitigated to a level of insignificance. This Initial Study is an informational document providing an environmental basis for subsequent discretionary actions that may be required from other responsible agencies.

**1.3 STATUTORY REQUIREMENTS AND AUTHORITY**

The State CEQA Guidelines identify specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the proposed project, including the location of the project site; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effect identified, if any; (5) an examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

**1.4 PROJECT ENTITLEMENTS AND REGULATORY PERMITS REQUIRED**

The following agreements, permits and approvals are anticipated to be required for Main Street Widening project:

**Table 1. Required Additional Permits and Approvals**

Agency	Permit/Action
California Regional Water Quality Control Board	National Pollutant Discharge Elimination System (NPDES) General Construction Permit [including a Stormwater Pollution Prevention Plan (SWPPP)]

**1.5 AGENCY CONSULTATION AND COORDINATION**

The agencies and organizations listed in the table above would require RCTD to obtain agreements, approvals, or permits for the proposed project. Although a number of Responsible and Trustee Agencies have been identified, discussions with those agencies would be required to determine the specific nature of any future permits or approvals that may be required from those agencies. When the Lead Agency has determined that an Initial Study would be required for the proposed project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared. Upon receipt of any written comments from those agencies, the Lead Agency would consider any recommendations of those agencies in the formulation of the preliminary findings. As part of this Initial Study process, the Lead Agency would initiate formal

consultation within these and other governmental agencies as required under CEQA and RCTD's guidelines.

As a Responsible Agency, project implementation will be coordinated with, among others as applicable, the EDA since the project, as further discussed in Section 1.1 (Background) is located within the EDA's Highgrove Community Sub-Area of the Interstate 215 (I-215) Corridor Redevelopment Project Area. As such, and as applicable, the proposed project would be implemented in coordination with the EDA to meet applicable goals and objectives of the above-referenced Redevelopment Project Area.

## **1.6 INITIAL STUDY ORGANIZATION AND CONTENTS**

This Initial Study is organized into six separate sections and three appendices that are identified as follows:

**Section 1.0 (Introduction)** – Introduces the project, its purpose and statutory basis for the document.

**Section 2.0 (Project Description)** – Describes the location, objectives, and principal elements of the project.

**Section 3.0 (Environmental Evaluation)** – Contains analyses and evidence employed by the Lead Agency to arrive at the determination required in the CEQA Environmental Checklist.

**Section 4.0 (Determination)** – Determines the level of significance of the proposed project with respect to the environment. The determination is based on the analyses in Section 3.0 (Environmental Evaluation).

**Section 5.0 (Initial Study Preparers and Contributors)** – A list of persons who contributed to the preparation of the Initial Study.

**Section 6.0 (References)** – A list of references utilized for the preparation of the Initial Study.

## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION**

RCTD proposes to widen the existing pavement from 18 to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue in an unincorporated area of the County of Riverside and immediately south of the limits of the City of Grand Terrace [the center line of Main Street represents the dividing line between Riverside County (on the south), and San Bernardino County/City of Grand Terrace (on the north)]. Interstate 10 (I-10) is located to the north, State Route 60 (SR-60) to the south, and I-215 is located to the west of the City of Grand Terrace. Main Street, within the project limits, is located east of I-215 and southeast of the City of Colton. The Union Pacific Railroad tracks are located immediately west of Main Street, running parallel to Taylor Street and California Street. Refer to Figure 1, Regional Location, and Figure 2, Site Vicinity, for project location information.

### **2.2 PROJECT OBJECTIVES**

High traffic volumes are expected, resulting from the construction and operation of the new Colton Joint Unified School District high school and educational facility site proposed to be located at the northwest corner of Main Street and Michigan Avenue. Main Street currently has a 30 foot right-of-way with a pavement half-width of 18 feet. There are no sidewalks and no shoulder along the south side of Main Street. To alleviate congestion and improve traffic operations and pedestrian access through the project area, RCTD is proposing to widen the south half of Main Street from Taylor Street to Michigan Avenue to accommodate an additional travel lane and a sidewalk. In addition, a traffic signal would be installed at Michigan Avenue and Main Street. The additional travel lane and proposed improvements are expected to enhance the level of service (LOS) and relieve traffic congestion in the area.

### **2.3 PROJECT ELEMENTS**

RCTD is proposing to widen the south half of Main Street from Taylor Street to Michigan Avenue. This project is being done in conjunction with the City of Grand Terrace and the Colton Joint Unified School District for the construction of a new high school. The existing AC pavement would be widened from 18 feet to 24 feet.

To preserve the need to accommodate increased future traffic from this project, the analyses included herein are based on two lanes of travel on the south side of Main Street. Should the second eastbound lane ever need to be considered for through traffic in the future due to traffic volumes or safety, that change will need to be considered as a separate project and coordination with the adjacent property owners will need to be done. As part of the current project, the south side of Main Street would not be striped for a second lane and parking would continue to be allowed.

The proposed project also includes the installation of curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street. Currently, there are no sidewalks, along the south side of Main Street. There are existing segments of existing curb and gutter that would be removed. The north side of Main Street will be widened to accommodate a 13-foot wide median, as part of the development of the Colton Joint Unified School District High School Number 3 on the north side of Main Street opposite the project addressed herein. A 6-foot high wrought iron fence will be built in the median to encourage pedestrians to use the proposed crosswalks.

The existing segment of storm drain at Michigan Avenue would be removed and replaced with a new storm drain, and the storm drain will be extended to the existing storm drain just east of Sanrive Avenue. The existing catch basins along the south side of Main Street also would be relocated and rebuilt, and new



catch basins would be added. The existing electrical power poles would be removed or relocated (refer to Section 3.16, Utilities and Service Systems, for more information regarding anticipated utility impacts). All residential driveways will be removed and replaced with concrete drive approaches, and would tie into the existing driveways with would match the existing driveway materials currently in place. Accessible ramps will be installed at Sanrive Avenue and Michigan Avenue.

A new traffic signal would be installed at Michigan Avenue and Main Street, but would be constructed separately with regards to timing. Additional right-of-way would be required to install the signal, and it is anticipated that the existing residence located at the southwest corner of the intersection of Main Street and Michigan Avenue may be acquired (relocated) as part of the project to accommodate project right-of-way requirements (refer to Section 3.12, Population and Housing, for more information regarding relocation impacts).

## **2.4 PROJECT CONSTRUCTION**

Construction of the proposed project is anticipated to take place over a 3-month period, and construction hours are anticipated to be between 7:00 a.m. and 5:00 p.m. daily. Temporary lane closures and striping would occur during construction, but travel through the project area would be maintained during project construction. During final design, stage construction and detour plans would be prepared to minimize disruption to the traveling public.





**SITE VICINITY**

MAIN ST. IMPROVEMENT PROJECT  
 RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
 RIVERSIDE, CALIFORNIA

**FIGURE 2**

**LEGEND**

--- Proposed Widening Length

**3.0 ENVIRONMENTAL EVALUATION**

The following analysis of potential project impacts are based on the Environmental Checklist provided as Appendix A and available information, including conceptual design plans. A brief explanation for each question in the Environmental Checklist is provided to adequately support each impact determination. The answers take into account the whole of the action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Where determined that an impact is potentially significant, mitigation measures have been incorporated to reduce the impacts to less than significant levels. The environmental resources potentially affected by the proposed project are presented below and organized according to the format of the checklist in Appendix A.

**3.1 AESTHETICS**

**3.1.1 Environmental Setting**

The proposed project would widen the existing pavement on the south half of Main Street from Taylor Street to Michigan Avenue in an unincorporated area of the County of Riverside and immediately south of the City of Grand Terrace.

The proposed project site consists mostly of commercial/industrial, undeveloped land, and residential properties. Adjacent land uses consist of the following uses:

**Table 2. Adjacent Land Uses**

<b>Direction in Relation to Project Area</b>	<b>Land Use</b>
North	Undeveloped land, commercial and industrial uses, future high school site.
South	Undeveloped land and residential uses.
East	Residential uses, Michigan Avenue.
West	I-215, railroad tracks, commercial and industrial uses.

Regional access to the project site is provided by I-215, I-10, and SR-60. Local access is provided by various arterial roadways in the vicinity of the site including Michigan Avenue, Iowa Avenue, and Barton Road. The following photographs were taken from various viewpoints along Main Street and show existing commercial/industrial uses, undeveloped land, and residential uses along Main Street.



**Photo 1 - View of Main Street eastward from Taylor Street.**



**Photo 2 - View of existing uses along the northern portion of Main Street**



**Photo 3 - View of Main Street eastward towards Michigan Avenue.**



**Photo 4 - View of Main Street westerly towards Taylor Street.**

Due to the high volumes of traffic expected from the impact of the new educational facility and high school for the Colton Joint Unified School District, the south half of Main Street from Taylor Street to Michigan Avenue requires widening.

### 3.1.2 Impact Assessment

*Would the Project:*

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

**Less Than Significant Impact.** The proposed project would widen the existing AC pavement from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue. Curb, gutter and a 5-foot wide sidewalk would be installed along the south side of Main Street. The project site is primarily surrounded by commercial/industrial, undeveloped land, and residential land uses. Currently, there are no existing curb, gutter or sidewalk on the south half of Main Street. Views of the widened roadway from surrounding areas, including residential areas, would be improved, as the proposed project would result in in-kind roadway improvements, which would not alter the visual character of the project area. A center median with fencing, anticipated to consist of a 6-foot high wrought iron fence, would be constructed between Taylor Street and Sanriva Avenue to deter pedestrians from crossing Main Street in front of the new Colton Joint Unified School District High School Number 3 and education facility.

Construction of the proposed project may result in temporary aesthetic nuisances. Exposed surfaces, construction debris, construction equipment, and construction truck traffic may temporarily impact views adjacent to the site. However, these impacts would be short-term in duration and cease upon completion of the proposed project. Furthermore, the existing views of the site consist of commercial and industrial uses visible from Main Street. Therefore, visual nuisances related to project construction are considered less than significant.

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

**Less Than Significant Impact.** The segment of Main Street from Taylor Street to Michigan Avenue is not a state or county designated scenic highway. The proposed project would not result in substantial damage to scenic resources, including trees, rock outcroppings, or historic buildings. No designated scenic resources are located in the project area and the California Scenic Highway Mapping Program does not include the project area as being located within the viewshed of any State scenic highways. Impacts are not anticipated in this regard.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant Impact.** Roadway travelers and people residing in the residential developments adjacent to Main Street would have views of the roadway improvements during construction and operation of the project. As previously mentioned, exposed surfaces, construction debris, construction equipment, and construction truck traffic may temporarily impact views adjacent to the site. However, these construction impacts are short-term, would cease upon project completion and therefore, not considered to be significant. Furthermore, as previously mentioned, the existing setting along Main Street consists of commercial and industrial uses. Therefore, construction activities would result in temporary visual disturbances, however these impacts would not be considered adverse.

Permanent roadway improvements would result in the addition of roadway features to an existing roadway. The project would widen the existing AC on the south half of Main Street from Taylor Street to Michigan Avenue to accommodate two 12-foot wide travel lanes. Curb, gutter and a 5-foot wide sidewalk would be installed along the south side of Main Street. A center median with fencing or other obstruction would also be constructed to prevent pedestrian from crossing Main Street in front of the Colton Unified

School District High School Number 3 and educational facility. Depending on the material used, the median barrier may have an effect on residential views. However, the current view consists of industrial uses. The future views of the planned high school and improved street would be considered an improvement over existing views of industrial uses. The median barrier would not be at a height to obstruct distant views. As such, significant permanent changes to the existing visual character or quality of the project area are not anticipated to occur. Therefore, impacts would not be considered significant.

As noted previously in Section 1.1 (Background) and Section 1.5 (Agency Consultation and Coordination), the proposed project is located within the EDA's Highgrove Community Sub-Area of the Interstate 215 Corridor Redevelopment Project Area. As such, the proposed project would be implemented in coordination with the EDA to meet, as applicable, the goals and objectives of the Redevelopment Project Area with regards to project-related aesthetics. Further, and in the interest of the goals and objectives of the above-referenced EDA Redevelopment Project Area, the project would be implemented in recognition of the requirements set forth in the California Health and Safety Code Section 33000 *et seq.* regarding blight control.

See also response to 3.1.2 (a), above.

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

**Less Than Significant With Mitigation Incorporation.** The construction of the proposed project is anticipated to occur during daylight hours. However, construction lighting may be utilized for short periods during dusk and nighttime hours. Construction lighting associated with the proposed project would create a minor amount of additional light and glare. The area currently experiences light and glare from existing streetlights, lighting from the existing commercial and industrial uses on Main Street, and motor vehicles traveling along the roadway. Any construction lighting would be directional and would utilize standard County procedures to minimize light and glare impacts to adjacent areas.

The adjacent residential areas currently experience light and glare from existing streetlights, and vehicular lights traveling along the roadway. The proposed project would require the installation of new street lighting at the intersection of Michigan Avenue and Main Street and existing street lighting would be re-installed to accommodate the widened roadway segment within the project limits. Substantial permanent changes to the existing visual character or quality of the project area, including light and glare, are not anticipated to occur.

### **3.1.3 Mitigation Measures**

AES-1 Construction lighting shall be directional and/or shielded in order to minimize spillover effects to adjacent areas. Lighting plans shall comply with applicable standards of the local jurisdiction.

## **3.2 AGRICULTURAL RESOURCES**

### **3.2.1 Environmental Setting**

The proposed project involves improvements to an existing roadway. Main Street extends approximately two miles from Iowa Avenue with one lane in each direction of travel. Main Street currently has a 30 foot right of way with a pavement half-width of 18 feet. There are no sidewalks and no shoulders along the south side of Main Street within the project area. The project vicinity is predominantly surrounded by commercial, industrial, residential, and undeveloped land. The Union Pacific Railroad tracks are also located east of the project.



**3.2.2 Impact Assessment**

*Would the project:*

*a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?*

**No Impact.** Impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would not occur as a result of the proposed project since no such resources are located within the project area.

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

**No Impact.** The proposed project does not conflict with existing zoning for agricultural uses or with a Williamson Act contract. Furthermore, there are no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance located in the project area; therefore, no impacts to such resources would occur. Refer to response 3.2.2 (a) above for additional information.

*c) Involve other changes in the existing environment which, due to location or nature, could result in conversion of Farmland, to nonagricultural use?*

**No Impact.** No impacts are anticipated, as there are no state designated farmlands, no agriculturally zoned lands, no Williamson Act contracts and very limited right of way acquisitions involved. The proposed project would not impact any farmlands, including Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Refer to response to 3.2.2 (a) above.

**3.2.3 Mitigation Measures**

No mitigation measures are proposed.

**3.3 AIR QUALITY****3.3.1 Environmental Setting**

The proposed project is located in an unincorporated portion of Riverside County and within the South Coast Air Quality Management District's (SCAQMD's) jurisdiction. SCAQMD reports to the California Air Resources Board (CARB) at a state level and is therefore responsible for reducing air pollution and attaining the State of California ambient air quality standards, and the national ambient air quality standards set forth by the United States Environmental Protection Agency (EPA). SCAQMD provides guidelines for determining the significance of air quality impacts from the implementation of a proposed project such as operational and construction criteria pollutant thresholds. Thresholds have been set aside for six criteria pollutants, including carbon monoxide (CO), reactive organic gases (ROGs), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>) and fine particulate matter (PM<sub>2.5</sub>). To determine whether construction emissions associated with the project would create significant air quality impacts, emissions were quantified and compared to SCAQMD's regional and localized significance thresholds. The six criteria pollutants are evaluated against SCAQMD regional thresholds in order to determine significance on a regional level (within the South Coast Air Basin). Four of the six criteria pollutants – CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> – are evaluated against SCAQMD localized thresholds in order to determine significance on a localized level, specific to the sensitive receptors in the project vicinity.

The following provides a general description of the sources and health effects for air pollutants expected from the proposed project.

**Reactive Organic Gases (ROGs)**

ROGs are a set of organic gases based on state rules and regulations. ROGs include all hydrocarbons, organic gases that are formed solely of hydrogen and carbon, except those exempted by the California Air Resources Board (CARB). ROGs are emitted from as a result of incomplete combustion of hydrocarbons or other carbon based fuels. Primary sources of ROGs include combustion engine exhausts, oil-fueled power plants and refineries, evaporation of paints, solvents, and petroleum fuels. ROGs may result in the formation of ozone and high levels of hydrocarbons in the atmosphere can interfere with oxygen intake by reducing the amount of oxygen available.

**Nitrogen Oxides (NO<sub>x</sub>)<sup>1</sup>**

NO<sub>x</sub> is the terminology used for a group of highly reactive gases, all of which contain nitrogen and oxygen in various amounts. NO<sub>x</sub> is one of the ingredients involved in the formation of ground-level ozone and contributes to the formation of acid rain. NO<sub>x</sub> is emitted mainly from the use of motor vehicles, electricity generation facilities, and through the combustion of fossil fuels. Health concerns of NO<sub>x</sub> include effects on breathing and the respiratory system, damage to lung tissue, cause or worsen respiratory disease such as emphysema and bronchitis, aggravate existing heart disease, and may lead to premature death.

**Carbon Monoxide<sup>2</sup>**

CO is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless and toxic gas. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhausts. Other sources include industrial processes, chemical manufacturing, residential wood burning, and natural sources such as forest fires. CO can cause harmful health effects by reducing oxygen delivered to the body's organs and tissues. Low levels of CO are most serious for individuals who suffer from heart disease, clogged arterials, or congestive heart failure. In healthy individuals, high levels of CO exposure can lead to vision problems, reduced mental functions, reduced manual dexterity, and difficulty performing complex tasks.

**Sulfur Oxide (SO<sub>x</sub>)<sup>3</sup>**

Sulfur oxide gases are prevalent in raw materials including crude oil, coal, and ore. SO<sub>x</sub> gases are formed when fuel containing sulfur is burned, gasoline is extracted from oil, or when metals are extracted from ore. Sulfur dioxide (SO<sub>2</sub>) is a colorless, pungent gas belonging to the family of sulfur oxide gases. SO<sub>2</sub> contributes to respiratory illness, especially for those with existing respiratory problems, children and the elderly. SO<sub>2</sub> also aggravates existing heart and lung diseases and contributes to the formation of acid rain.

**Particulate Matter<sup>4</sup> (PM<sub>10</sub> and PM<sub>2.5</sub>)**

Particulate matter pollution consists of very small liquid and solid particles floating in the air. Some particles are large enough to be seen as soot or smoke. Particulate matter pollution consists of many components including acids, organic chemicals, metals, and soil or dust particles. PM<sub>10</sub> refers to particles less than or equal to 10 microns in aerodynamic diameter. PM<sub>2.5</sub> refers to particles less than or equal to 2.5 microns in aerodynamic diameter and are a subset of PM<sub>10</sub>. PM<sub>10</sub> and PM<sub>2.5</sub> are emitted from

<sup>1</sup> U.S. EPA Six Common Air Pollutants, Nitrogen Oxides: <http://www.epa.gov/air/urbanair/nox/index.html>.

<sup>2</sup> U.S. EPA Health and Environmental Impacts of CO: <http://www.epa.gov/air/urbanair/co/hlth1.html>.

<sup>3</sup> U.S. EPA Six Common Air Pollutants, Sulfur Dioxide: <http://www.epa.gov/air/urbanair/so2/>.

<sup>4</sup> U.S. EPA Particulate Pollution, Particulate Matter: <http://www.epa.gov/air/particlepollution/>.

stationary and mobile sources, including construction sites, unpaved roads, fields, smokestacks, fires, power plants, and motor vehicles. Human health effects include increased respiratory symptoms, irritation of the airways, coughing, difficulty breathing, aggravated asthma, decreased lung function, development of chronic bronchitis, irregular heartbeat, nonfatal heart attacks, and premature death in individuals with heart or lung disease.

The SCAQMD criteria pollutant significance thresholds for both construction and operational activities of projects are listed in Table 3.

**Table 3. SCAQMD Mass Daily Regional Thresholds of Significance**

Pollutant	ROG (lbs/day)	NO <sub>x</sub> (lbs/day)	CO (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
<b>Construction</b>	75	100	550	150	150	55
<b>Operational</b>	55	55	550	150	150	55

Source: Air Quality Analysis – South-Half Widening of Main Street, Taylor Street to Michigan Avenue, Riverside County, California, Technical Memorandum (URS Corporation, May 2009).

If the construction and/or operational emissions from a proposed project exceed the significance thresholds, then all feasible mitigation measures must be implemented to reduce emissions to the lowest extent possible or to a level considered less than significant.

Sensitive receptors are locations where human populations, especially children, sick persons, and the elderly, are present, and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals, and schools. The nearest sensitive receptors are the residences located on the south side of Main Street within the project limits, and the proposed Colton Joint Unified School District High School Number 3 and educational facility at the northwest corner of Main Street and Michigan Avenue.

**3.3.2 Impact Assessment**

*Would the project:*

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

**Less Than Significant With Mitigation Incorporation.** An Air Quality Analysis (URS Corporation, May 2009) was prepared for the proposed project to assess potential project-related air quality impacts. Construction activities for the proposed project were evaluated in terms of fugitive dust and construction equipment exhaust emissions. Air pollutants would be emitted during the construction of the proposed project from various sources such as equipment exhaust, trucks hauling materials to and from the site, and construction worker vehicles. Construction emissions were quantified and compared to SCAQMD daily construction pollutant thresholds to determine the significance of air quality impacts on both a regional and localized level. Construction emissions were estimated using the URBEMIS2007 Version 9.2.4 computer program. Short-term project construction greenhouse gas (GHG) emissions were also estimated using the URBEMIS2007 computer program for carbon dioxide and emission factors for off-road equipment from the SCAQMD website for methane (CH<sub>4</sub>). The maximum daily CO<sub>2</sub> and CH<sub>4</sub> emissions were combined and reported as carbon dioxide equivalents (CO<sub>2</sub>e). Operational GHG emissions have been calculated for information purposes, as there are no quantifiable emissions threshold adopted by the lead agency or responsible agency in order to determine the significance of GHG emissions under CEQA.

Construction Emissions – Regional Significance

Construction of the proposed project is expected to begin in June 2010 and last approximately 3 months. Project construction would involve two phases, construction and paving. The maximum daily construction emissions were quantified for each phase of construction for regional significance and are summarized in Table 4.

**Table 4. Maximum Daily Unmitigated Construction Emissions – Regional Significance**

Pollutant	ROG (lbs/day)	NO <sub>x</sub> (lbs/day)	CO (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)	CO <sub>2</sub> e <sup>1</sup> (lbs/day)
<b>SCAQMD Construction Thresholds, Regional</b>	75	100	550	150	150	55	N/A <sup>2</sup>
<b>Construction Phase</b>	3.16	26.61	14.11	0.00	21.33	5.39	2,595.57
<b>Paving Phase</b>	3.17	17.59	11.85	0.00	1.47	1.34	1,733.49
<b>Exceed Threshold?</b>	No	No	No	No	No	No	N/A

1 = CO<sub>2</sub>e includes both CO<sub>2</sub> and CH<sub>4</sub> emissions.  
 2 = There is no significance threshold for CO<sub>2</sub> emissions.  
 Source: Air Quality Analysis – South–Half Widening of Main Street, Taylor Street to Michigan Avenue, Riverside County, California, Technical Memorandum (URS Corporation, May 2009).

As described in Table 4, the proposed project’s emissions from construction would not exceed the SCAQMD regional thresholds of significance. In an effort to further reduce the air quality impacts from the construction of the proposed project, mitigation measures are implemented. The mitigation measures would further reduce PM<sub>10</sub> emissions to 5.86 lbs/day and PM<sub>2.5</sub> emissions to 2.16 lbs/day (compared with 21.33 lbs/day for PM<sub>10</sub> and 5.39 lbs/day for PM<sub>2.5</sub> previously) during the construction phase of the proposed project, as provided in Table 5, and would continue to not exceed the SCAQMD regional thresholds of significance.

**Table 5. Maximum Daily Construction Emission With Mitigation – Regional Significance**

Pollutant	ROG (lbs/day)	NO <sub>x</sub> (lbs/day)	CO (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)	CO <sub>2</sub> e <sup>1</sup> (lbs/day)
<b>SCAQMD Construction Thresholds</b>	75	100	550	150	150	55	N/A <sup>2</sup>
<b>Construction Phase</b>	3.16	26.61	14.11	0.00	5.86	2.16	2,595.57
<b>Paving Phase</b>	3.17	17.59	11.85	0.00	1.47	1.34	1,733.49
<b>Exceed Threshold?</b>	No	No	No	No	No	No	N/A

1 = CO<sub>2</sub>e includes both CO<sub>2</sub> and CH<sub>4</sub> emissions.  
 2 = There is no significance threshold for CO<sub>2</sub> emissions.  
 Source: Air Quality Analysis – South–Half Widening of Main Street, Taylor Street to Michigan Avenue, Riverside County, California, Technical Memorandum (URS Corporation, May 2009).

Even without mitigation, the proposed project’s emissions would not exceed the SCAQMD regional thresholds of significance; however, mitigation was incorporated to lower the project’s localized impacts. To that end, further discussion regarding localized air quality impacts is provided in the following sections.

Construction Emissions – Localized Significance

In recent years, as part of the SCAQMD's environmental justice program, attention has focused on localized effects of air quality. Accordingly, SCAQMD has developed localized significance threshold (LST) methodology and identified Source Receptor Areas (SRA) that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. LSTs are applicable at the project-specific level and projects larger than 5 acres are recommended to perform project-specific air quality modeling. Furthermore, LSTs are applicable to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> only. LSTs are derived based on the location of the activity (i.e., the source/receptor area), the emission rates of NO<sub>x</sub>, CO, PM<sub>10</sub>, PM<sub>2.5</sub>, and the distance to the nearest exposed sensitive receptor.<sup>5</sup>

Because the proposed project's maximum disturbance area is approximately 2 acres per day, which also represents the approximate total anticipated amount of ground disturbance for the project, the SCAQMD localized threshold for a 2-acre project was utilized. The project site is located in Source Receptor Area 34. The nearest sensitive receptors are the residences located to the south portion of Main Street and the planned Colton Joint Unified School District High School Number 3 and educational facility planned at the northwest corner of Main Street and Michigan Avenue. As such, the localized threshold for a distance of 25 meters was utilized. This represents a worst-case analysis of the project's localized impacts. The maximum daily construction emissions were quantified for localized significance and are summarized in the Table 6.

**Table 6. Maximum Daily Unmitigated and Mitigated Construction Emissions – Localized Significance**

Pollutant	NO <sub>x</sub> (lbs/day)	CO (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
<b>SCAQMD Construction Thresholds - Localized</b>	170	957	7	4
<b>Project Maximum</b>	26.61	14.11	21.33	5.39
<b>Exceed Threshold?</b>	No	No	Yes	Yes
<b>Implementation of Mitigation</b>	26.61	14.11	5.86	2.16
<b>Exceed Threshold After Mitigation?</b>	No	No	No	No

Source: Air Quality Analysis – South-Half Widening of Main Street, Taylor Street to Michigan Avenue, Riverside County, California, Technical Memorandum (URS Corporation, May 2009).

As revealed in Table 6 above, the proposed project's emissions from construction would not exceed the SCAQMD LST for NO<sub>x</sub> and CO, but project-related construction emissions would exceed the thresholds for PM<sub>10</sub> and PM<sub>2.5</sub>. However, and as also provided in Table 6, implementation of pertinent mitigation measures would reduce localized construction emissions below SCAQMD LSTs.

The project involves the widening of an existing roadway. According to the LST methodology developed by SCAQMD, mobile source emissions need not be included in LST analysis because the rate and transport properties of mobile sources is not a localized phenomenon. Furthermore, since all operational emissions from the proposed project are in the form of mobile source emissions from project-generated traffic with no stationary sources, no operational significance threshold analysis is needed.

With implementation of the mitigation measures described herein, the proposed project's emissions from construction do not exceed the applicable SCAQMD thresholds of significance; therefore, the project's impacts to air quality are considered less than significant on a regional and localized level.

<sup>5</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003 Revised July 2008.

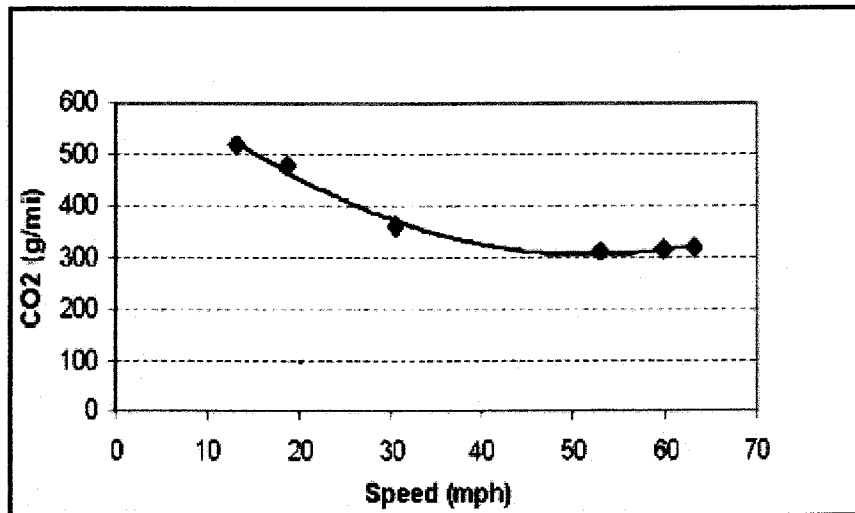
**Operational Emissions****Significance Criteria for Global Warming and Greenhouse Gases**

Emitting CO<sub>2</sub> into the atmosphere is not itself an adverse environmental affect. It is the increased concentration of CO<sub>2</sub> in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, sever weather events). Although it is possible to generally estimate a project's incremental contribution of CO<sub>2</sub> into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment or global climate change. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO<sub>2</sub> emitted by the project would result in any altered conditions. As an example, scientists from the University of California, San Diego and the University of California, Berkeley have stated that GHG emissions from California mix with GHG emissions from China in approximately three days (and vice versa) (Auffhammer, Maximilian, & Carson, 2008). Given the overwhelming scope of global climate change, it is not reasonable to speculate that any increase in global temperatures or sea levels could be attributed to the emissions resulting from a single development project, such as is proposed here.

The purpose of calculating GHG emissions is for informational purposes, as there have been no quantifiable emissions thresholds adopted by the lead agency or responsible agency in order to determine the significance of emissions under CEQA. However, one way to assess a transportation project's potential impact on global warming is to compare estimated greenhouse gas levels in the project area both with and without the project. If the project contributes to the reduction of future greenhouse gases, then the project's impact on global warming is considered less than significant. If global warming is a global, national, and statewide problem, then a project's general consistency with the State of California's strategy for dealing with climate change ensures that a project's impacts are less then significant.

The primary purpose of the proposed project is to improve vehicular movement and operations within the project area, and to accommodate anticipated future increases in traffic volumes within the project area. As illustrated in Figure 3, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0-25 miles per hour. Since carbon dioxide emissions are largely dependent upon vehicle velocity, relieving congestion by enhancing operations and improving travel times in high congestion travel corridors is anticipated to lead to an overall reduction in GHG emissions.

Figure 3 – Fleet CO<sub>2</sub> Emissions vs. Speed (Highway)



Source: Center for Clean Air Policy— <http://www.ccap.org/Presentations/Winkelman%20TRB%202004%2011-13-04.pdf>

As CO<sub>2</sub> emissions are largely dependent upon vehicle velocity, relieving congestion by enhancing operations and improving travel times in high congestion travel corridors is anticipated to lead to an overall reduction in GHG emissions.

**GHG Quantitative Analysis**

A quantitative analysis of GHG emissions resulting from the proposed project was conducted for the no-project and with-project scenarios for future years 2010 and 2030. Under the no-project scenario, the proposed widening of Main Street as described herein would not occur. Emissions from vehicles idling at two intersections within the project were analyzed to determine the CO<sub>2</sub> emissions from the project, and are summarized in Table 7.

Table 7. Operational CO<sub>2</sub> Emissions from Intersection Idling

Intersection	Peak Hours	Year 2010		Year 2030	
		No Project (lbs/day)	With Project (lbs/day)	No Project (lbs/day)	With Project (lbs/day)
Michigan Street/ Main Street	Weekday AM	4.51	4.37	6.80	6.61
	Weekday PM	4.00	3.88	11.08	10.53
Taylor Street/ Main Street	Weekday AM	5.59	5.25	6.49	5.88
	Weekday PM	2.91	2.81	4.17	3.98

Source: Air Quality Analysis – South-Half Widening of Main Street, Taylor Street to Michigan Avenue, Riverside County, California, Technical Memorandum (URS Corporation, May 2009).

As described in Table 7 above, CO<sub>2</sub> emissions from the with-project scenario are less than the emissions from the no-project scenario under the two intersections analyzed for both future years 2010 and 2030 during the weekday AM and PM peak hours. Therefore, the proposed project’s impacts on GHGs are considered less than significant; therefore, the proposed project would not result in any cumulatively considerable effects on climate change.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less Than Significant With Mitigation Incorporation.** With implementation of the mitigation measures listed below, the proposed projects emissions from construction do not exceed the applicable SCAQMD thresholds of significance. Therefore, the project's impacts to air quality would be reduce to less than significant on a regional and localized level.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

**Less Than Significant Impact.** The proposed project is needed due to the high volumes of traffic expected from the impact of the planned Colton Joint Unified School District High School District Number 3 and educational facility. The primary purpose of the proposed project is to improve vehicular movement and operations within the project area. Furthermore, providing congestion relief from future high volumes of anticipated traffic would improve air quality conditions. As provided in Table 7 above, the CO<sub>2</sub> emissions from the with-project scenario are less than the emissions from the no-project scenario under the two intersections analyzed for both future years 2010 and 2030 during the weekday AM and PM peak hours. Therefore, the project's GHG impacts are considered less than significant and, thus, the proposed project would not result in any cumulatively considerable effects on climate change. Therefore, contributions of the project to cumulative regional air quality would be less than significant.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant With Mitigation Incorporation.** Refer to response for Section 3.3.2 (a), above.

e) *Create objectionable odors affecting a substantial number of people?*

**Less Than Significant With Mitigation Incorporation.** The construction phase of the proposed project may create odors associated with equipment and heavy-duty equipment exhaust. Odors may also result from diesel and gasoline fumes, however, these fumes are transitory in nature and would not create objectionable odors affecting a substantial number of people. The project would implement standard construction practices to minimize potential impacts including compliance with SCAQMD Rule 402, placing construction staging area as far as practicable from sensitive receptors and utilizing non-residential transportation routes when possible. The odors associated with construction would be short term, and cease upon completion of the proposed project. Therefore, impacts from objectionable odors are anticipated to be less than significant with the implementation of mitigation measures as provided below.

### 3.3.3 Mitigation Measures

**AQ-1** Apply non-toxic soil stabilizers according to manufacturer's specifications to inactive construction areas (previously graded areas inactive for ten days or more).

**AQ-2** Replace any vegetative ground cover within 21 working days after active operations have ceased.

**AQ-3** Water exposed surfaces two times a day.

**AQ-4** Position equipment staging areas away from the sensitive receptors to the south and north of the project site.



### 3.4 BIOLOGICAL RESOURCES

#### 3.4.1 Environmental Setting

A Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Report was prepared by URS Corporation (March 2009). The purpose of the report was to evaluate and disclose the on-site habitat conditions within the project's proposed ground disturbance area plus an approximate 500-foot buffer (also known as the Biological Study Area, or "BSA"), and to determine the potential effects of the project on biological resources, common, and special-status species and their habitats in compliance with MSHCP requirements. The project is located within the United States Geological Survey (USGS) 7.5-minute Topographic Map San Bernardino South, California, Section 8, Township 2 South, Range 4 West, with an approximate elevation of 980 feet above mean sea level.

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), which focuses on the long-term conservation of common and special status species and their habitats in Riverside County. The MSHCP provides for the take of covered plant and wildlife species identified within the MSHCP area limits. The take of covered plant and wildlife species within the MSHCP boundary areas are based on the conditions set forth in the special terms and conditions of the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) permits and authorizations; the MSHCP's Implementation Agreement (MSHCP 2004, Volume 3), the 2004 MSHCP, and the associated errata letter dated May 21, 2004.

The project is located within the MSHCP Highgrove Area Plan. The BSA is not within any Conserved Lands, Public/Quasi-Public (PQP) Lands, nor is it within an MSHCP-designated Criteria Cell. Furthermore, the project area supports one MSHCP Rough Step Vegetation Community: Developed/Disturbed. These vegetation community types were found within and adjacent to the project area. Developed areas include Main Street, other roadways, parking lots, vacant lots, residences, commercial buildings, and other private/public infrastructure within the project area. No native habitat exists within these developed areas. Ornamental landscaping occurs within some of these areas including fruit trees, pomegranate, pine tree, eucalyptus, and fig trees. Disturbed areas are either devoid of native vegetation and include cleared or graded areas, dirt roads, or areas dominated by a sparse cover of ruderal vegetation, non-native grasses and thistles. Disturbed areas are located primarily in the eastern portion of the project area. The temporary and permanent impact areas to Disturbed and Developed areas are described Table 8.

**Table 8. Impacts to Vegetation Communities within BSA**

Vegetation Community	Temporary (acres)	Permanent (acres)	Total Acres
Developed	0.3	0.5	66.1
Disturbed	0.1	0.2	12.7
<b>Total</b>	0.4	0.7	78.8
Source: Main Street Widening Project, Western Riverside County Multiple Species Habitat Conservation Consistency (URS Corporation, March 2009).			

The project is located within the MSHCP Rough Step Analysis Unit 1 with key vegetation communities in the MSHCP Volume 1, Table 6-3 list not observed within the project area. The only type of vegetation community that would be impacted by the proposed project is defined as Developed/Disturbed; there is no reporting requirement for Developed/Disturbed under the MSHCP.

**3.4.2 Impact Assessment**

*Would the project:*

*a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS?*

**Less Than Significant With Mitigation Incorporation.** Plant species observed in the project area and on adjacent lands were dominated by non-native species common to developed and disturbed habitats. Commonly occurring non-native species included black mustard (*Brassica nigra*), Bermuda grass (*Cynodon dactylon*), pine trees (*Pinus* spp.), and eucalyptus (*Eucalyptus* spp.). Twenty special-status plant species are reported to occur within the vicinity of the project. However, it has been determined that none of these species occur within the BSA; therefore, no further survey or study is obligatory to determine project related effects to these twenty plant species. Please refer to Appendix C of the project's MSHCP Consistency Report (March 2009) for a detailed listing of the special-status plant species evaluated for this project.

Animal species observed within the project area included seven avian and two mammalian species.; none of these species are considered special-status. Wildlife species observed within the project area during the habitat assessment conducted for the project included mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*), black phoebe (*Sayornis nigricans*), common raven (*Corvus corax*), great-tailed grackle (*Quiscalus mexicanus*), northern mockingbirds (*Mimus polyglottos*), European starlings (*Sturnus vulgaris*), house sparrows (*Passer domesticus*), domestic dogs (*Canis familiaris*), and domestic cats (*Felis catus*).

Twenty special-status wildlife species were reported within the vicinity. However, it has been determined that none of these special-status wildlife species occur within the BSA; therefore, no further survey or study is obligatory to determine project related effects to these twenty plant species. Please refer to Appendix C of the project's MSHCP Consistency Report (March 2009) for a detailed listing of the special-status plant species evaluated for this project.

Although the proposed project would have an Absent potential for occurrence of special-status plant and animal species, the project would be required to comply with the Migratory Bird Treaty Act and relevant section of the California Fish and Game Code. As such, any vegetation clearing suitable for bird breeding, including tree trimming, within the project area should take place outside of the typical avian nesting season. Implementation of the mitigation measure BIO-1 would reduce impacts to less than significant levels.

*b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Less Than Significant Impact.** Riparian/Riverine habitats, as defined by the MSHCP, would not be impacted within the study area as such resources are not present in the BSA. Several sewers and drainage features were observed along the south side of Main Street and collector streets (e.g., Michigan Avenue and Sanrive Avenue). These man-made drainage features collect urban run-off and were artificially created, thereby not meeting the definition of Riparian/Riverine as defined by the MSHCP. The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community in the project area.

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, and coastal) through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** Vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats (including wetlands) were not identified within the study area during the habitat assessment. The study area lacks suitable habitat for Riverside fairy shrimp, vernal pool fairy shrimp, Santa Rosa Plateau fairy shrimp, or other vernal pool species (including plants). Therefore, the project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.

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?*

**No Impact.** The BSA is not within any Criteria Cells, Linkages or Public/Quasi Public Lands as identified in the MSHCP. The proposed project would not alter land use in any way that would adversely affect cores, linkages, or reserve assembly within the MSHCP Highgrove Plan Area. Therefore, the project would not 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.

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

**No Impact.** The project does not conflict with any local policies or ordinances protecting biological resources.

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?*

**Less Than Significant Impact with Mitigation Incorporation.** The project would not conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The BSA is located within the Western Riverside County MSHCP Highgrove Plan Area. The proposed project is a Covered Activity as defined under Section 7.1 of the Western Riverside County MSHCP. The federal 10(a) and state Natural Communities Conservation Plan permits were signed on June 22, 2004. As a Covered Activity, any impacts to covered species resulting from construction are permitted, and "take" is allocated, as long as the project is consistent with the Western Riverside County MSHCP regarding Riparian/ Riverine and Vernal Pools (MSHCP Section 6.1.2), Narrow Endemics Plant Species (MSHCP Section 6.1.3), Additional Surveys and Procedures (MSHCP Section 6.3.2), and Appendix C (BMPs). If there is a federal lead agency such as the USACOE, compliance is verified and take allocated through the Section 7 process in accordance with the 10(a) permit and Implementing Agreement. Mitigation measures would further reduce impacts to biological resources to less than significant levels. There are no Conserved Habitats within or adjacent to the project limits. Furthermore, mitigation measures under the MSHCP section relating to Urban/Wildlands Interface would be implemented to ensure minimal impacts to riparian areas, both on-site and downstream. Furthermore, the proposed project site is not located within a known wildlife corridor area, nor would the project impede the use of native wildlife nursery sites.

Table 9 summarizes the survey results conducted within the BSA for the proposed project.

Table 9. MSHCP Survey Results

Resource	Requirement	Species Included	Habitat Present?	Focused Survey Conducted?	Species / Resources Found?
Riparian/Riverine	MSHCP 6.1.2	Not Applicable	No	Not Applicable	Not Applicable
Burrowing Owl	6.3.2	Not Applicable	No	Not Applicable	No Applicable
Vernal Pool	MSHCP 6.1.2	Not Applicable	No	Not Applicable	Not Applicable
Fairy Shrimp	MSHCP 6.1.2	Riverside fairy shrimp	No	Not Applicable	Not Applicable
		Santa Rosa Plateau fairy shrimp	No	Not Applicable	Not Applicable
		Vernal pool fairy shrimp	No	Not Applicable	Not Applicable

Source: Main Street Widening Project, Western Riverside County Multiple Species Habitat Conservation Consistency (URS Corporation, March 2009).

As described in Table 9, riparian/riverine habitats, vernal pools, fairy shrimp habitat was not present within the project area. Thus, the project is in compliance with the MSHCP in this regard.

### 3.4.3 Mitigation Measures

**BIO-1** In order to comply with Section 10 of the Migratory Bird Treaty Act (MBTA) (USA, 1918) and relevant sections of the CFGC (e.g., 3503, 3503.4, 3504, 3505, etc.), any vegetation clearing within the study area should take place outside of the typical avian nesting season (i.e., March 1 to June 30) - to the maximum extent practical. Prior to ground-disturbing activities within the study area, a qualified biologist will conduct and submit a pre-construction migratory nesting bird and other raptors survey report. The survey shall occur prior to initiation of Project activities and any occupied passerines and/or raptor nests occurring within or adjacent to the study area will be delineated. To the maximum extent practicable, a minimum buffer zone from occupied nests will be maintained during physical ground-disturbing activities. Once nesting has been determined to cease, the buffer may be removed.

## 3.5 CULTURAL RESOURCES

### 3.5.1 Environmental Setting

The proposed project would widen the existing pavement on the south half of Main Street from 18 to 24 feet from Taylor Street to Michigan Avenue. Main Street, within the project limits, is located east of I-215 and southeast of the City of Colton. The Union Pacific Railroad tracks are located immediately west of Main Street, running parallel to Taylor Street and California Street. The proposed project site consists mostly of commercial/industrial, previously developed vacant land, and residential properties.

A Cultural Resources Technical Memorandum (URS Corporation, January 2009) was prepared to determine the projects potential for impact to cultural resources. A record search was conducted on November 20, 2008 at the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) for the County of Riverside to assess the potential impact of the project on cultural resources. The CHRIS records search included a review of recorded archaeological sites, historic structures, and other known cultural resources on file with the EIC. The results of the record search

indicated 23 previously conducted cultural resources studies and 46 recorded cultural resources within a one-mile radius of the project area, although none are located within the project area itself. The search also included a review of the National Register Inventory System (NRIS) and the California Historical Landmarks electronic database. No listed historic properties were identified within the boundaries of the project area.

An archaeological survey, consisting of a walkover inspection, was conducted on December 2, 2008 to determine the archaeological potential of the project area. Survey results were negative, and the potential for encountering buried resources during project development is assumed to be low due to the level of previous development and disturbance in the project area. In addition, an architectural history survey was performed to identify and characterize the general age, condition, and distribution, and style of properties located in and near the project area.

### **3.5.2 Impact Assessment**

*Would the project:*

a) *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?*

**Less Than Significant Impact.** The Cultural Resources Technical Memorandum (URS Corporation, January 2009) prepared for the proposed project included the results of record search at the EIC. Results indicate that two cultural resource surveys were conducted within the project area and 21 cultural resources surveys were completed within a mile of the project area. The records search identified 46 recorded cultural resources within one mile of the project site, but none located within the project area itself. No listed historical properties were found within the boundaries of the project area. The residential structures located along the south side of Main Street and the project limits are 50 to 60 years in age; however, there would be no impact to the reference residential structures. Therefore, the proposed project would not cause a substantial adverse change in the significance of historic resources eligible for listing on the National Register of Historic Places or on the California Register of Historic Resources.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?*

**Less Than Significant With Mitigation Incorporation.** The results of the surveys conducted for the preparation of the Cultural Resources Technical Memorandum (URS Corporation, January 2009) did not identify any recorded cultural resources within the project boundaries. The archaeological survey conducted for the proposed project was negative and indicated a low potential for finding buried archaeological resources during project development. Although the surveys conducted for the proposed project did not identify any previously recorded cultural resources within the project boundaries, there is the possibility of unanticipated discoveries during ground-disturbing activities associated with the proposed project. Ground-disturbing activities for the proposed project may involve grading and earth moving activities during construction. Therefore, and although not anticipated based on the cultural resources analysis conducted for this project, during the construction of the proposed project the potential to disturb or destroy yet undiscovered cultural resources may occur. Therefore, the below measure (i.e., Mitigation Measure CUL-1) has been incorporated into the project to reduce potential impacts to undiscovered cultural resources to less than significant levels.

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

**Less Than Significant With Mitigation Incorporation.** According to the Riverside County General Plan, this project is located in an area designated for high paleontological sensitivity. The soils within the project area are all within various levels of disturbance due to the existing road, on-going maintenance

activities, and the substantial amount of commercial/industrial, and residential development within the vicinity of the proposed project. The surficial deposits in the project area are composed of older Quaternary Alluvium derived from the Santa Ana River floodplain located to the west and from fan deposits from the surrounding hills. The project area consists of five soils series, the Arlington Fine Sandy Loam, Greenfield Sandy Loam, Hanford Coarse Sandy Loam, Monserate Sandy Loam, and the Pachappa Fine Sandy Loam. Surface grading and shallow excavations in the uppermost Quaternary Alluvium are unlikely to uncover significant vertebrate fossil remains as the project area has been altered from previous development of paved roads, commercial/industrial development, and residential development. Deeper trenching to relocate utilities (e.g., gas and water) is anticipated as a result of the proposed project. As such, this project may have the potential to impact yet undiscovered paleontological resources during the grading and earth moving process. Therefore, the below measure (i.e., Mitigation Measure CUL-1) has been incorporated into the proposed project to reduce potential impacts to paleontological resources to less than significant levels.

*d) Disturb any human remains, including those interred outside formal cemeteries?*

**Less Than Significant With Mitigation Incorporation.** Although no known or recorded human remains occur within the project site, ground-disturbing activities have the potential to yield Native American human remains. Implementation of mitigation measures would ensure the proper handling and appropriate management of any discovered human remains. Therefore, the proposed project would not result in a significant adverse impact related to human remains.

### **3.5.3 Mitigation Measures**

**CUL-1** If previously unidentified cultural resources are discovered during project construction, all earth-disturbing activities will cease at that location until a determination as to the significance of the find can be made. Significant cultural resources will be subject to appropriate procedures that include data recovery, impact avoidance, and recordation of the find.

**CUL-2** If human remains are discovered during construction, work in that area must halt immediately, the Riverside County Coroner's Office must be notified immediately under state law, and a qualified archeologist and Native American monitor shall be contacted. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission shall be contacted pursuant to Public Resources Code Section 5097.98.

**PAL-1** A qualified paleontologist will be appointed and authorized to monitor earth-moving activities associated with project construction. Work shall be halted in the vicinity of any previously unknown buried paleontological materials unearthed during construction, until a qualified paleontologist can assess the significance of the materials. Collected samples of sediments should be washed to recover small invertebrate and vertebrae fossils. Recovered specimens should be prepared so that they can be identified and permanently preserved.

## **3.6 GEOLOGY AND SOILS**

### **3.6.1 Environmental Setting**

The project site is located within the seismically active southern California region and, as would be experienced by any project located in southern California, likely be subjected to ground shaking, exposing the project to seismic hazards. The fault zone in the region of the proposed project site include the San Jacinto Fault Zone, the Crafton Hills Fault Zone, the San Geronio Fault Zone, the Banning Fault Zone, and the San Andreas Fault Zone. The San Jacinto and San Andreas Fault Zones are two of California's most active faults. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Alquist-Priolo

Earthquake Fault Zones have been designated by the California Geological Survey for the San Jacinto, and San Andreas Fault Zones in the County. The proposed project is not within or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone.

The soils present within the project area are all within various levels of disturbance due to the existing road, on-going maintenance activities, and the substantial amount of commercial/industrial, and residential development within the project area. According to the soils section of the MSHCP Consistency Report (URS Corporation, March 2009), there are five soils series present within the project area and are discussed in detail below.

*Arlington Fine Sandy Loam* – The Arlington Fine Sandy Loams are components on alluvial fans. The parent material consists of alluvium derived from granite. The natural drainage classification is well drained. This soil does not meet hydric criteria, nor is it flooded or ponded. This soil has been mapped within the southwestern area of the project site. This portion of the project area is highly disturbed due to the presence of paved roads, residential, commercial/industrial development that have extensively altered the soil type from its natural state.

*Greenfield Sandy Loam* – The Greenfield Sandy Loam soils are components on alluvial fans. The parent material consists of alluvium derived from granite. The natural drainage classification is well drained. This soil does not meet hydric criteria, nor is it flooded or ponded. The Greenfield Sandy Loam soils have been mapped within the north-eastern portion of the project area. This portion of the project area is highly disturbed due to the presence of paved roads, commercial/industrial, residential development, and disturbed areas that have extensively altered the soil type from its natural state.

*Hanford Coarse Sandy Loam* – The Hanford Coarse Sandy Loam soils consists of very deep, well-drained soils that formed in moderately coarse textured alluvium, dominantly from granite. Hanford Coarse Sandy Loam soils are on stream bottoms, floodplains, and alluvial fans, and have slopes of 0 to 15 percent. The natural drainage classification is well drained, negligible to low runoff with moderately rapid permeability. This soil does not meet hydric criteria. The Hanford Coarse Sandy Loams have been mapped within the south-central portion of the project area. This portion of the project area is heavily disturbed due to the presence of paved roads, residential development and disturbed areas that have extensively altered the soil type from its natural state.

*Monserate Sandy Loam* - Monserate Sandy Loam soils are typically found on nearly level to moderately steep, old, dissected terraces and fans at elevations of 700 to 2,500 feet. The soils formed in alluvium derived from granitic rocks. The natural drainage classification is moderately well to well drained with slow to rapid runoff. This soil does not meet hydric criteria. Monserate sandy loam soils have been mapped within the west-central portion of the project area. This portion of the project area is heavily disturbed due to the presence of paved roads, residential and commercial development and disturbed areas that have extensively altered the soil type from its natural state.

*Pachappa Fine Sandy Loam* – The Pachappa Fine Sandy Loam soils consists of well drained, noncalcic brown soils developed from moderately coarse textured alluvium. The soils occur on gently sloping alluvial fans and flood plains under annual grass-herb vegetation. This soil does not meet hydric criteria. Pachappa Fine Sandy Loam soils have been mapped within the south-eastern portion of the project area. This portion of the project area is heavily disturbed by the presence of paved road and residential development that have extensively altered the soil type from its natural state.

**3.6.2 Impact Assessment**

*Would the Project:*

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

***Less Than Significant Impact.*** The proposed project site is located within the seismically active southern California region and would likely be subjected to groundshaking, and exposing the roadway to seismic hazards. The proposed project would result in the widening of an existing roadway and would not result in the construction of facilities or structures for human occupancy. Alquist-Priolo Earthquake Fault Zones have been designated by the California Geological Survey for the San Jacinto, and San Andreas Fault Zones in the County. As stated earlier, the proposed project is not within or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone. The proposed project would not affect either subsurface geology or the probability of a seismic event; however, if an earthquake were to occur, the roadway could sustain damage (as is the case for any roadway). Adhering to standard engineering practices and design criteria as contained in the current International Building Code (formerly known as the Uniform Building Code) relative to seismic and geological hazards would further reduce impacts.

ii) *Strong seismic ground shaking?*

***Less Than Significant Impact.*** The project is located within the seismically active southern California region and would likely experience strong seismic ground shaking. A site-specific geological evaluation would be prepared during the final design phase of the project to ensure geologic hazards are minimized. Adhering to standard engineering practices and design criteria relative to seismic and geological hazards would further reduce potential impacts.

iii) *Seismic-related ground failure, including liquefaction?*

***Less Than Significant Impact.*** Liquefaction, occurring primarily in saturated, loose, fine-to medium-grained soils, is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure where groundwater table is within approximately 50 feet of the surface.

According to the Riverside County General Plan, the proposed project is located within an area designated with No Groundwater Data Susceptible Sediments. As such, the project site is not located in an area of low susceptibility to liquefaction. Impacts are anticipated to be less than significant.

iv) *Landslides?*

***Less Than Significant Impact.*** Seismically-induced landslides and rock falls, including mass movements of the ground and sliding of soils, should be expected throughout Riverside County during a major earthquake. Landslides and rock falls occur most often on steep slopes or areas with compromised slopes. According to the Riverside County General Plan, the proposed project is not located within an area susceptible to seismically-induced landslides and rock falls. The proposed project would widen an existing roadway and would adhere to standard engineering practices and criteria relative to seismic and geological hazards. Therefore, impacts are anticipated to be less than significant in this regard.



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

**Less Than Significant With Mitigation Incorporation.** The proposed project involves widening of an existing roadway. Construction of the proposed project may temporarily increase the potential for soil loss due to wind and water erosion. Grading would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Although the impacts of the construction phase would be short-term, the contractor would be required to comply with standard engineering practices for erosion control. The implementation of a SWPPP would further reduce soil erosion and topsoil impacts to less than significant levels.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Less Than Significant Impact.** Please refer to response 3.6.2 (a), above. Further, the proposed project would follow all applicable guidelines and adhere to standard engineering practices and criteria relative to seismic and geological hazards. Therefore, impacts in this regard are anticipated to be less than significant.

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?*

**Less Than Significant With Mitigation Incorporation.** Expansive soils have a significant amount of clay particles that give up water or take on water. This change in volume exerts stress on buildings and other loads placed on the soil. The occurrence of these soils is associated with geologic units having marginal stability. Expansive soils are widely dispersed throughout the County of Riverside and can be found in hillside areas as well as low-lying alluvial basins. The proposed project would adhere to standard engineering practices and criteria relative to seismic and geological hazards. Therefore, impacts in this regard are anticipated to be less than significant.

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

**No Impact.** No septic tanks or alternative wastewater disposal systems would serve the proposed project. The proposed project would not result in an impact related to septic tanks or wastewater disposal systems.

**3.6.3 Mitigation Measures**

**GEO-1** The contractor shall prepare a SWPPP and submit the required Notice of Intent to the State Water Resources Control Board.

**3.7 HAZARDS AND HAZARDOUS MATERIALS**

**3.7.1 Environmental Setting**

Main Street, within the project limits, is located east of I-215 and southeast of the City of Colton. The Union Pacific Railroad tracks are located immediately west of Main Street, running parallel to Taylor Street and California Street. Land uses on the project site include commercial/industrial development, vacant land, and residential development. Land uses adjacent to the project area are described in Table 10.

Table 10. Adjacent Land Uses

Direction in Relation to Project Area	Land Use
North	Vacant land, commercial and industrial uses.
South	Vacant land and residential uses.
East	Residential uses, Michigan Avenue.
West	I-215, railroad tracks, commercial and industrial uses.

A Hazardous Materials Analysis (HMA) Technical Memorandum (URS Corporation, January 2009) was prepared to assess potential impacts to hazardous materials and wastes resulting from the implementation of the proposed project. The HMA determines the potential for Recognized Environmental Conditions (RECs) associated with the proposed project, evaluates potential use and generation of hazardous materials and wastes within the project vicinity, and evaluates the potential for contaminated conditions to be present from current or former land uses. The findings of the HMA are used in the earliest stages of project planning and development to identify the location of known and/or potential hazardous waste sites and evaluate the need, if any, for further investigation. The HMA consists of 1) a visual inspection of the proposed project area; 2) a records search of readily available regulatory agency databases; and 3) a tabulation of the results of the HMA which includes an evaluation of the need for additional investigation of the specific sites.

### 3.7.2 Impact Assessment

*Would the Project:*

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

**Less Than Significant Impact.** The proposed project consists of widening an existing roadway. Some hazardous materials may be legally transported on the existing road and the new proposed lanes. The proposed project would use only construction materials that are consistent with existing local, state, and federal regulations. Database searches were conducted to evaluate whether activities on or near the project area have the potential to create adverse environmental impacts through the routine transport, use, or disposal of hazardous materials. Table 11 describes sites that were listed on Federal, State, and local database records searches within the vicinity of the proposed project site from contaminated conditions from current or former land uses. These sites are not expected to result in significant hazards to the public or the environment as the environmental concern level is considered low for all four sites.

Table 11. Regulatory Agency Database

Property Name/ Address	Database Listing	Relative Location	Status/Environmental Concern
Residence (A1) 760 Main Street Highgrove, CA	CDL (Clandestine Drug Lab), illegal drug lab.	Residence on south side of Main Street	Status Unknown / Low
21800 Main Street Grand Terrace, CA	CHMIRS	Within the western portion of proposed project study area, north side of Main Street	Spill cleaned-up and soil removed / Low
K/J Plating 21750 Main Street Colton, CA	HazNet, EMI, San Bernardino County Permit, CERCLIS, RCRA-SQG, FINDS	Adjacent to the western portion of the proposed project study area.	Contaminated soil cleaned up in 1993 / Low
High School No. 3	FIND, SCH, EnvirStor	Adjacent to the western portion	Investigation for the

Property Name/ Address	Database Listing	Relative Location	Status/Environmental Concern
Main Street/Taylor Street Grand Terrace, CA		of the proposed project study area.	proposed school site – possible soil removal action pending / Low
<p>Notes:                      CHMIRS – California Hazardous Material Incident Report System.                      EMI – Toxics and criteria pollutant emissions data collected by the Air Resourced Board and local air pollution agencies.                      CERCLIS – Comprehensive Environmental Response, Compensation and Liability Information System.                      RCRA-SQG – Resource Conservation and Recovery Act Small Quantity Generators.                      FINDS – Facility Index System                      SCH – Proposed and existing school site being evaluated by DTSC for possible hazardous materials contamination.                      ENVIROSTOR – The DTSC’s Site Mitigation and Brownfields Reuse Program database.                      Source: Hazardous Materials Analysis Technical Memorandum (URS Corporation, January 2009).</p>			

b) *Create a significant hazard to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less Than Significant With Mitigation Incorporation.** No hazardous substances have been discovered along or immediately adjacent to the project alignment that would present a material risk to human health or the environment at the site. Furthermore, the potential that adverse environmental conditions were created by the four sites listed in the table above is considered to be low. No hazardous materials are expected to be uncovered during construction or operation of the proposed project, and no hazardous materials would be routinely transported, used or disposed of as part of this project.

During the short-term period of project construction, there is a possibility of accidental release of hazardous substances. However, the level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentrations of hazardous materials utilized during construction of a roadway widening project. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by federal, state, and local laws.

Prior to any construction, RCTD should conduct a records search for evidence of thermoplastic pavement markings containing lead-based paint. Any affected lead-based roadway pavement markings shall be collected, tested, and disposed of in accordance with applicable worker protection and hazardous materials management regulations.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.4-kilometer (0.25-mile) of an existing or proposed school?*

**Less Than Significant With Mitigation Incorporation.** The widening of the southern half of Main Street as proposed by this project is necessary to accommodate the high volumes of traffic expected from the new, previously approved Colton Joint Union School District High School and Educational Facility site located at the northwest corner of Main Street and Michigan Avenue. Although the proposed project is located within 0.25 miles of this proposed school, the project is not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. However, any asbestos or lead contain materials discovered during construction activities would be mitigated accordingly as discussed above.

d) *Be located on a site that 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?*

**No Impact.** A records search of federal, state, and local databases were conducted to evaluate the potential for the project site or surrounding properties to create adverse environmental impacts. The database search concluded that the proposed project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 3.2 kilometers (2 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?*

**No Impact.** The proposed project is not located with an airport land-use plan, nor is it located within 2 miles of a public airport. Therefore, the project would not result in a safety hazard for people residing or working in the project area.

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?*

**No impact.** The proposed project is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.

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

**Less Than Significant Impact.** Temporary lane closures and striping would occur during construction; however, travel through the project corridor would be maintained during project construction. A Traffic Management Plan (TMP) would be prepared to indicate designated construction routes, designated construction parking areas, appropriate detours, safety precautions, and the use of changeable message signs. The TMP would specify implementation timing of each plan element including prior notices, and sign-postings. Therefore, the proposed project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan.

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?*

**Less Than Significant Impact.** The proposed project is not within a high fire area as designated in the Riverside County General Plan. Implementation of this project would not 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.

### **3.7.3 Mitigation Measures**

**HAZ-1** Prior to any construction activities, a records search for evidence of thermoplastic pavement markings containing lead-based paint should be performed. Any affected lead-based roadway pavement markings shall be collected, tested, and disposed of in accordance with applicable worker protection and hazardous materials management regulations.

## **3.8 HYDROLOGY AND WATER QUALITY**

### **3.8.1 Environmental Setting**

The Regional Water Quality Control Board (RWQCB) protects the water quality of all ground and surface waters within specific regions for all beneficial water uses. The RWQCB adopts water quality plans for specific ground or surface water basins, and prescribes and enforces requirements on all

domestic and industrial water discharges. The National Pollutant Discharge Elimination System (NPDES) program, pursuant to the Clean Water Act, governs the specific discharge requirements to surface waters. The project site is located within the jurisdiction of the Santa Ana Region (Region 8) of the RWQCB. The proposed project is located within the Santa Ana River Watershed. The Santa Ana Watershed includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The Santa Ana River Watershed is approximately 2,800 square miles in area.

### **3.8.2 Impact Assessment**

*Would the project:*

a) *Violate any water quality standards or waste discharge requirements?*

***Less Than Significant With Mitigation Incorporation.*** The proposed project involves the widening of an existing roadway from 18 feet to 24 feet. Curb, gutter, and sidewalk would be installed along the south side of Main street. Existing catch basins along the south side of Main Street would be relocated within the project area but would maintain their level of existing function with regard to water quality management. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanriva Avenue.

Operation of the widened roadway may have the potential to degrade water quality as a result of vehicular travel, including increases in pollutants such as sediment/turbidity, nutrients, organic compounds, trash and debris, oxygen demanding substances, bacteria and viruses, oil and grease, pesticides and metals. Contaminants from the road surface would be discharged into the existing storm drain systems. Urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, and fertilizer and pesticide uses.

#### ***Sediments/Turbidity***

Sediments are soils or other surficial materials eroded and then transported or deposited by the action of wind, water, ice, or gravity. Sediments can increase turbidity, clog fish gills, reduce spawning habitat, lower young aquatic organisms survival rates, smother bottom dwelling organisms, and suppress aquatic vegetation growth.

#### ***Nutrients***

Nutrients are compounds found in the environment that plants and animals need to grow and survive. Nitrate is the most common form of nitrogen and phosphates are the most common forms of phosphorus found in natural waters. Other forms of nitrogen include ammonia, nitrates and organic nitrogen. Other forms of phosphorus include orthophosphate. High concentrations of these nutrients in water bodies can potentially cause eutrophication (algal blooms) which can lead to depressed oxygen levels and fish die-offs.

#### ***Organic Compounds***

Organic Compounds are carbon-based. Commercially available or naturally occurring organic compounds are found in pesticides, solvents, and hydrocarbons. Organic compounds can, at certain concentrations, indirectly or directly constitute a hazard to life or health. When rinsing off objects, toxic levels of solvents and cleaning compounds can be discharged and sediment, grease, and grime retained in the cleaning fluid or rinse water may be absorbed levels of organic compounds that are harmful or hazardous to aquatic life.

***Trash & Debris***

Trash and debris (i.e. paper, plastic, polystyrene packing foam, and aluminum materials) and biodegradable organic matter (i.e. leaves-detritus materials, grass cuttings, and food waste) are general waste products on the landscape. The presence of trash and debris may have a significant impact on the recreational values of a water body and aquatic habitat. Excess organic matter can create a high biochemical oxygen demand in a stream and thereby lower its water quality. In addition, in areas where stagnant water exists, the presence of excess organic matter can promote septic conditions resulting in the growth of undesirable organisms and the release of odorous and hazardous compounds such as hydrogen sulfide.

***Oxygen Demanding Substances***

This category includes biodegradable organic material as well as chemicals that react with dissolved oxygen in water to form other compounds. Proteins, carbohydrates, and fats are examples of biodegradable organic compounds. Compounds such as ammonia and hydrogen sulfide are examples of oxygen-demanding compounds. The oxygen demand of a substance can lead to depletion of dissolved oxygen in a water body and possibly the development of septic conditions.

***Bacteria and Viruses***

Bacteria and viruses (pathogens) are ubiquitous microorganisms that thrive under certain environmental conditions. Their proliferation is typically caused by the transport of animal or human fecal wastes from the watershed. Water, containing excess bacteria and viruses can alter the aquatic habitat and create a harmful environment for humans and aquatic life. Also, the decomposition of excess organic waste causes increased growth of undesirable organisms in the water.

***Oil and Grease***

Oil and grease are characterized as high-molecular weight organic compounds. Primary sources of oil and grease are petroleum hydrocarbon products, motor products from leaking vehicles, esters, oils, fats, waxes, and high molecular-weight fatty acids. Introduction of these pollutants to the water bodies are very possible due to the wide uses and applications of some of these products in municipal, residential, commercial, industrial, and construction areas. Elevated oil and grease content can decrease the aesthetic value of the water body, as well as the water quality.

***Pesticides***

Pesticides (including herbicides) are chemical compounds commonly used to control nuisance growth or prevalence of organisms. Excessive or improper application of a pesticide may result in runoff containing toxic levels of its active ingredient.

***Metals***

The primary source of metal pollution in Urban Runoff is typically commercially available metals and metal products. Metals of concern include cadmium, chromium, copper, lead, mercury, and zinc. Lead and chromium have been used as corrosion inhibitors in primer coatings and cooling tower systems. Metals are also raw material components in non-metal products such as fuels, adhesives, paints, and other coatings. At low concentrations naturally occurring in soil, metals may not be toxic. However, at higher concentrations, certain metals can be toxic to aquatic life. Humans can be impacted from contaminated groundwater resources, and bioaccumulation of metals in fish and shellfish. Environmental concerns, regarding the potential for release of metals to the environment, have already led to restricted metal usage in certain applications.

The Federal Water Pollution Control Act requires discharges into navigable waters to meet standards regulated under the NPDES. The EPA has published regulations that establish requirements of application for stormwater permits for specified categories of industries, municipalities and certain construction

activities. The Santa Ana RWQCB administers the NPDES Permit requirements within the project area. All development and significant re-development is obligated to implement structural and non-structural non-point source pollution control measures known as Best Management Practices (BMPs) to limit urban pollutants from reaching the waters of the United States to the maximum extent possible. The proposed project would include the development of BMPs to meet RWQCB and NPDES requirements (refer to Mitigation Measure HWQ-1). A general water quality analysis would be performed to support an evaluation to reduce surface water quality impacts. Furthermore, the implementation of a SWPPP would assist in reducing short-term construction related impacts. Implementation of the BMPs listed in the mitigation measures would minimize urban runoff impacts to levels less than significant.

The proposed project would cover some areas of pervious soils with impervious surfaces, including the installation of curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street. The installation of curb, gutter, and sidewalk would improve the drainage pattern as compared with existing conditions. The alteration of absorption rates is not considered to be significant due to the relatively minor replacement ratio of undisturbed land with impermeable road surface.

*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 that would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact.** The proposed project would increase the impervious surface area of the road as a result of the proposed widening of Main Street. The project area consists of commercial/industrial development, residential development, and undeveloped land. A hydrological evaluation would be completed prior to construction to ensure that any runoff into the storm drainage facilities would not adversely affect water supplies. The relatively slight increase in the amount of impervious surfaces is not anticipated to substantially affect groundwater recharge.

*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 that would result in substantial erosion or siltation on-or offsite?*

**Less Than Significant With Mitigation Incorporation.** As previously mentioned above, the proposed project would cover some areas of existing pervious soils with impervious surfaces. The widening would include the installation of curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street. The installation of the curb, gutter, and sidewalk would improve the drainage patterns over existing conditions. The existing catch basins along the south side of Main Street would also be relocated in the project area, and new catch basins built. The catch basins reconstructed and added as part of this project would continue to treat water quality as do the existing basins in the project area. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanrive Avenue. The south side of Main Street within the project area currently consists of unimproved drainage features consisting of dirt and vegetation in some areas. Implementation of the proposed project would replace the unimproved drainage features with curb, gutter, and sidewalk which is considered a positive project impact over existing conditions by effectively conveying stormwater runoff to the drainage system. Refer to response in 3.8.2. (a), above.

*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?*

**Less Than Significant With Mitigation Incorporation.** Please refer to response 3.8.2 (a) and (c) above.

e) *Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

**Less Than Significant With Mitigation Incorporation.** The proposed project would install curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street. The existing catch basins along the south side of Main Street would also be relocated in the project area. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanrive Avenue. The amount of runoff anticipated to be generated from the project site is not expected to exceed the existing capacity of the drainage system. Therefore, the proposed project is not anticipated to result in significant adverse impacts related to the stormwater drainage system. During the construction phase of the proposed project, impacts to water quality would range over three different phases: (1) during the earthwork and construction phase, when the potential for erosion, siltation and sedimentation into drainages would be greatest; (2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and (3) following completion of the project when impacts related to sedimentation would decrease but those associated with urban runoff would increase. Project-related construction activities would result in erosion and pollutants associated with heavy equipment and construction operations, including increased oil, and grease residue. Construction-related erosion has the potential to adversely affect surface water quality, however, mitigation measures would reduce potential construction-related water quality impacts to less than significant levels.

f) *Otherwise substantially degrade water quality?*

**Less Than Significant With Mitigation Incorporation.** Refer to response 3.8.2 (c) above.

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?*

**No Impact.** The proposed project would not place housing within a 100-year flood hazard area. Therefore, impacts in this regard are not anticipated.

h) *Place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

**No Impact.** The proposed project site is not located within a 100-year flood hazard area. Therefore, the proposed project would not result in impacts related to placing structures within a 100-year flood hazard area.

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 a dam?*

**Less Than Significant Impact.** According to the Riverside County General Plan Safety Element, the proposed project is not located within a Dam Failure Inundation Zone. Therefore, the proposed project is not anticipated to result in a significant adverse impact related to flooding, including flooding as a result of the failure of a levee or dam.

j) *Inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** Because the proposed project involves the widening of an existing roadway, impacts related to seiches from existing bodies of water are not anticipated. Furthermore, as the



project is located in Riverside County, well removed from the Pacific Ocean and other large bodies of water, the potential for inundation by seiche, tsunami, or mudflow is not anticipated to occur.

### **3.8.3 Mitigation Measures**

**HWQ-1** Prior to construction activity, RCTD will submit a Notice of Intent to the RWQCB. Prior to grading, RCTD shall develop a construction Stormwater Pollution Prevention Plan (SWPPP) in compliance with Riverside County's municipal NPDES permit program. The construction SWPPP shall contain Best Management Practices (BMPs) to reduce or eliminate construction-related erosion, siltation and pollutant runoff. The SWPPP shall identify the sources of sediment and other pollutants that may affect the quality of the stormwater discharges. The SWPPP also will describe the implementation of BMPs that would effectively prevent or minimize the introduction of pollutants into the stormwater runoff from the project site and will include BMPs to ensure that temporary construction activities will not cause excessive erosion. These BMPs may include, but are not limited to, the following and are further described in the California Stormwater Quality Associations' California Stormwater BMP Handbook (2004):

- Soil stabilization practices:
  - Scheduling
  - Preservation of existing vegetation
  - Hydroseeding
  - Soil binders
  - Straw mulch
  
- Sediment control practices:
  - Silt fence
  - Fiber rolls
  - Street sweeping and vacuuming
  - Sandbag barrier
  - Storm drain inlet protection
  
- Sediment tracking control practices:
  - Stabilized construction entrances/exits
  - Stabilized construction roadway
  - Entrance/outlet tire wash
  
- Wind Erosion control practices:
  - Wind erosion control
  
- Non-stormwater management and material management practices:
  - Water conservation practices
  - Paving and grinding operations
  - Vehicle and equipment cleaning
  - Material delivery and storage
  - Spill prevention and control
  - Solid waste management

**HWQ-2** The following Site Design and Source Control shall be utilized to minimize impacts to water quality:

- Site Design BMPs:

- Maximize the permeable area.
- Construct street and sidewalks aisles to the minimum widths necessary, provided that public safety and a walk-able environment for pedestrians are not compromised.
- Conserve natural areas.
- Use natural drainage systems.

### 3.9 LAND USE AND PLANNING

#### 3.9.1 Environmental Setting

The proposed project would widen the existing AC pavement from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue. The Colton Joint Unified School District High School Number 3 and Educational Facility is anticipated to be constructed on the northwest corner of Main Street and Michigan Avenue within the City of Grand Terrace. I-10 is located to the north, SR-60 to the south, and I-215 is located to the west of the City of Grand Terrace. The Union Pacific Railroad tracks are located immediately west of Main Street, running parallel to Taylor Street and California Street. Surrounding land uses include commercial/industrial development, undeveloped land, and residential development. Properties immediately south of Main Street between Sanriva Avenue and Michigan Avenue are designated Medium Density Residential (MDR) under the Riverside County General Plan. The City of Grand Terrace in San Bernardino County is located directly north of the project. Furthermore, the Colton Joint Unified School District has proposed the construction and operation of a new Colton Joint Unified School District High School Number 3 and educational facility at the northwest corner of Main Street and Michigan Avenue within the City of Grand Terrace.

#### 3.9.2 Impact Assessment

*Would the project:*

*a) Physically divide an established community?*

**Less Than Significant Impact.** The proposed project involves the widening of the south half of Main Street from Taylor Street to Michigan Avenue. Curb, gutter and a 5 foot wide sidewalk would be installed; parking would continue to be allowed on the south side of Main Street within the project limits. The existing catch basins along the south side of Main Street would be relocated and rebuilt along with the relocation of electrical power poles. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanriva Avenue.

The proposed project may result in the acquisition of the residential property located at the southwest corner of Main Street and Michigan Avenue; but, the subject acquisition would not result in the division of an established community.

Affected residential driveways would have an improved approach and would match the materials currently in place. The proposed project would not significantly affect overall land use patterns as the project entails widening the south half of an existing roadway. The proposed project would be consistent with the goals and policies identified within the Riverside County General Plan.

*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?*

**No Impact.** The existing Main Street is an east/west, two-lane facility within the County of Riverside. The County of Riverside and San Bernardino County line is located along the centerline of Main Street. The north half is located within the City of Grand Terrace, San Bernardino County and the south half is located within an unincorporated portion of the County of Riverside. The proposed project is needed due to the high volumes of traffic expected from the construction of the new Colton Joint Unified School District High School Number 3 and educational facility. Furthermore, the proposed project would not conflict with any land use plan, policy, or regulation in the area.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**Less Than Significant Impact with Mitigation Incorporation.** The project area supports developed and disturbed lands. As previously mentioned, the proposed project is located within the Western Riverside County MSHCP, Highgrove Plan Area. The proposed project is not located within any Conserved Lands, PQP Lands, nor is it within an MSHCP-designated Criteria Cell. The proposed project is a Covered Activity under Volume 1, Section 7.1 of the MSHCP. The MSHCP permits public infrastructure projects carried out by the Permittees (plan signatories) within the Plan area subject to consistency with MSHCP policies that apply. The proposed project does not propose to alter land use in any way that would adversely affect MSHCP-designated Cores, Linkages, Reserve Assembly, or Riparian/Riverine, Vernal Pool or Fairy Shrimp habitats within the Highgrove Plan Area. Also refer to discussion in Section 3.4 Biological Resources.

### **3.9.3 Mitigation Measures**

Refer to Section 3.4.3 (Mitigation Measures) for a description of Mitigation Measure BIO-1.

## **3.10 MINERAL RESOURCES**

### **3.10.1 Environmental Setting**

As mentioned in the Riverside County General Plan, mineral deposits in Riverside County are important to many industries including construction, transportation, and chemical processing. Mineral extraction is an important component of Riverside County's economy with extensive deposits of clay, limestone, iron, sand, and aggregates. The proposed project involves the widening of the existing pavement from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue to accommodate two 12-foot wide travel lanes. The project would also involve the installation of curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street. Existing catch basins along the south side of Main Street would also be relocated and rebuilt along with the relocation of electrical power poles. The affected residential driveways would have an improved approach. In addition, a traffic signal would be installed at Michigan Avenue and Main Street.

### **3.10.2 Impact Assessment**

*Would the project:*

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

**Less Than Significant Impact.** According to the Riverside County General Plan Open Space Element, the proposed project is located in an area designated as MRZ-3a. Areas designated as MRZ-3a are areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. As the proposed project involves the widening of an existing

roadway within a developed area of Riverside County, impacts to mineral resources are anticipated to be less than significant.

*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?*

*Less Than Significant Impact.* Refer to response 3.10.2 (a) above.

### **3.10.3 Mitigation Measures**

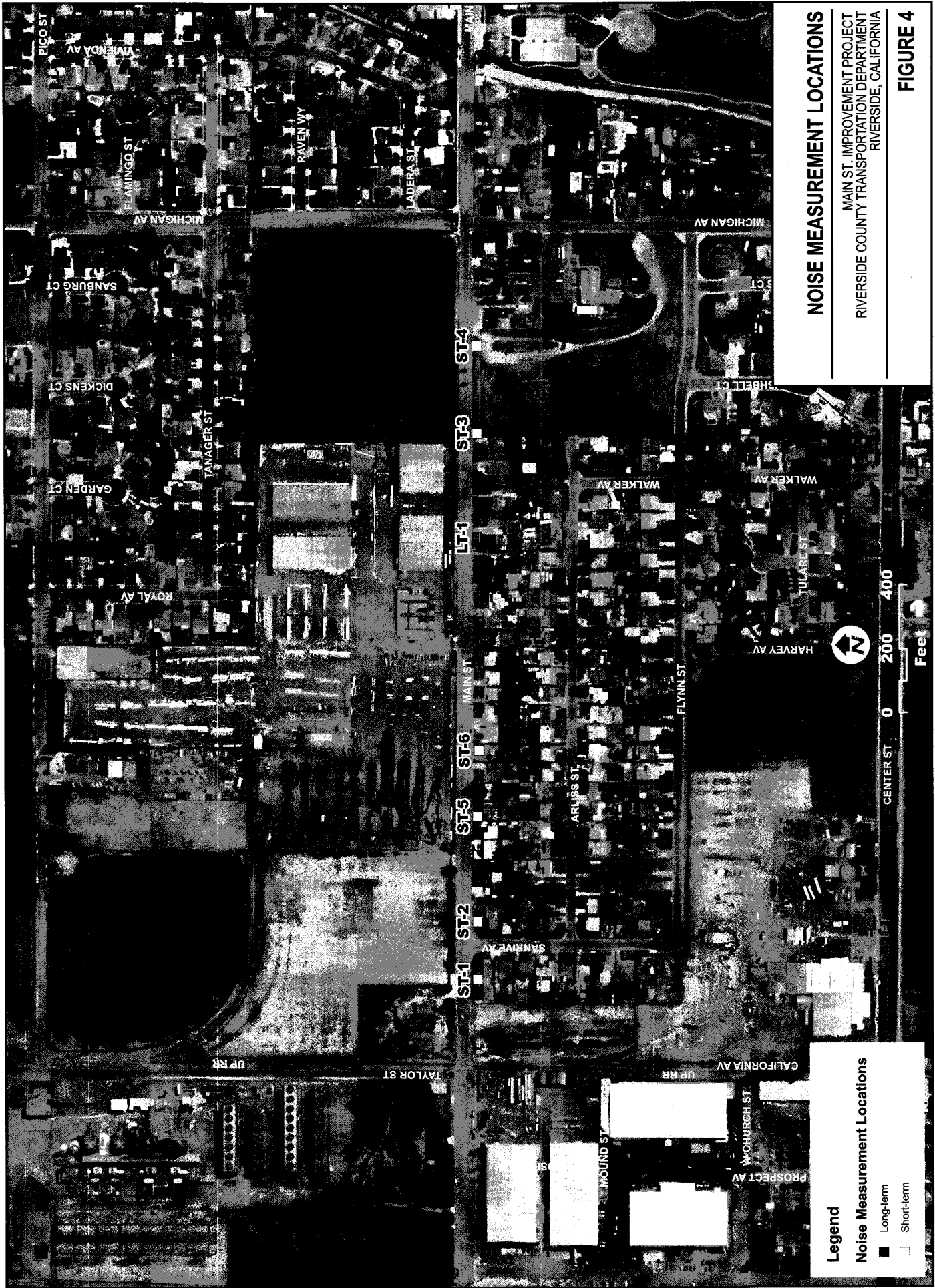
No mitigation measures are proposed for Mineral Resources.

## **3.11 NOISE**

### **3.11.1 Existing Setting**

Land uses in the vicinity of the proposed project include commercial/industrial development, undeveloped land, and residential land uses. The Union Pacific Railroad tracks are located immediately west of Main Street, running parallel to Taylor Street and California Street. Furthermore, the Colton Joint Unified School District has proposed the construction and operation of High School Number 3 and educational facility at the northwest corner of Main Street and Michigan Avenue. The noise-sensitive land uses adjacent to the project consists of existing single-family residences on the south side of Main Street. The existing single-family residences are one-and two-story homes of varying size with rear and side yards. The rear and side yards are considered exterior areas of frequent human use. The existing single-family residences front Main Street and are set back, at minimum, 45 feet from the curb. A Noise Study Report (NSR) (URS Corporation, May 2009) for the proposed project.

The NSR was prepared to evaluate the potential for significant noise impacts associated with the proposed project improvements at noise-sensitive receivers, and also to evaluate the need for noise abatement requirements for the project. Existing noise levels for various noise sensitive receiver locations were measured and conducted at seven representative locations consisting of one long-term (LT-1) measurement and six short-term (ST-1 through ST-6) measurements. The long-term measurement consisted of a full 24 hours of continuous data and the short term measurements were 20 minute in duration. Short-term noise measurement sites were located on the south side of Main Street, approximately 21 feet from the center line of the roadway and the long term noise measurement site was 45 feet from the centerline of Main Street.



**NOISE MEASUREMENT LOCATIONS**

MAIN ST. IMPROVEMENT PROJECT  
 RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
 RIVERSIDE, CALIFORNIA

**FIGURE 4**

**Legend**

**Noise Measurement Locations**

- Long-term
- Short-term

Source: DigitalGlobe (2008)

Table 12 describes the results of the existing noise levels derived from the measurements performed as part of the NSR.

**Table 12. Existing Noise Levels (Leq dBA)**

Receiver ID	Location	Distance from Centerline of Main Street (feet)	Measurement
LT-1	650 Main Street (front yard)	45	60.2
ST-1	844-846 Main Street	21	64.9
ST-2	826 Main Street	21	63.9
ST-3	608 Main Street (on east property line)	18	63.4
ST-4	East end of vacant lot (between last two palm trees)	21	62.0
ST-5	796 Main Street (on east property line)	23	64.0
ST-6	776 Main Street (on east property line)	24	63.0

Source: Main Street Widening Project, Noise Study Report (URS Corporation, May 2009).

Noise levels are generally measured by the loudness of sound in decibels (dB). However, as the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity, called the a-weighted decibel scale or dBA. The dBA compensates by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Furthermore, most noises fluctuate in decibel level during short and long periods of time. One way of describing time-varying sound is to describe the fluctuating noise heard or measured during a specific period, as if it were a steady, unchanging sound. A descriptor called the Equivalent Sound Level (Leq) is utilized for this purpose. The Leq is the constant sound level that conveys the same sound energy as the actual time varying sound. To assess potential noise impacts and to determine necessary abatement measures for roadway noise, Caltrans and the Federal Highway Administration (FHWA) utilize the 1-hour Leq during the peak traffic noise hour period. Local agencies, including the County of Riverside, typically utilize the time weighted 24-hour descriptors such as Day-Night Average Sound Level (Ldn) or Community Noise Equivalent Level (CNEL). Table 13 describes the typical background noise levels for different conditions in urban and rural areas.

**Table 13. Sound Levels of Typical Noise Sources and Noise Environments**

Noise Source (at given distance)	dBA Noise Level	Noise Environment	Response
Military Jet Take-off with after burner (at 50 feet)	140		
Civil Defense Siren (100 feet)	130	Aircraft Carrier Flight Deck	
Commercial Jet Take Off (at 200 feet)	120		Threshold of Pain
Pile Driver (maximum level, at 50 feet)	110	Rock Music Concert	
Ambulance Siren (at 100 feet) Pile Driver (average level, at 50 feet) Newspaper Press (5 feet) Power Lawn Mower (3 feet)	100		Very Loud
Motorcycle (25 feet) Propeller Plane Flyover (1,000 feet) Diesel Truck 40 mph (50 feet)	90	Boiler Room Printing Press Plant	
Bulldozer, Grader, Loader, Concrete Mixer, Tie Cutter/Inserter (50 feet)	85		
Garbage Disposal (3 feet)	80	High Urban Ambient Sound	

Noise Source (at given distance)	dBA Noise Level	Noise Environment	Response
Passenger Car 65 mpg (25 feet) Vacuum Cleaner (10 feet)	70		Moderately Loud
Normal Conversation (5 feet) Air Conditioning Unit (100 feet)	60	Data Processing Center Department Store	
Light Traffic (100 feet)	50	Private Business Office	
Bird Calls (distant)	40	Lower Limit of Urban Ambient Sound	Quiet
Soft Whisper (5 feet)	30	Quiet Bedroom	
	20	Recording Studio	Very Quiet
	10		
	0		Threshold of Hearing

Source: Main Street Widening Project, Noise Study Report (URS Corporation, May 2009).

The following general relationships of perception and response to quantifiable increases in noise are utilized as a basis for assessing potential effects of traffic noise:

- Except in carefully controlled laboratory conditions, a change of 1 dBA is very difficult to perceive to the average human ear.
- In the outside environment, a 3 dBA change is considered perceptible to the average human ear.
- An increase of 5 dBA is considered readily perceptible and would generally result in a change in community response.
- A 10 dBA increase is perceived as a doubling in loudness and would likely result in a widespread community response. In contrast, a 10 dBA increase is perceived as cutting the loudness by half.

Furthermore, roadway noise is dependent on several factors including vehicle type and speed, number of vehicles, roadway surface and gradient, distance from the roadway to the receiver, location of a receptor to a barrier to the traveled way, ground surface characteristics, wind, temperature gradients, and shielding such as nearby buildings, soundwalls, berms, and hills. As vehicle speeds and/or traffic volumes increase, so does the noise level. Heavy trucks operate at a more constant noise output compared with automobiles and the noisiest components of trucks are generally the exhaust stack and engine. The contact between the tires and pavement are generally the biggest generator of noise for automobiles.

**3.11.2 Impact Assessment**

*Would the project result in:*

*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?*

**Less Than Significant With Mitigation Incorporation.** The County of Riverside General Plan Noise Element makes no reference to and establishes no definition of a substantial increase with respect to existing noise levels. However, the Riverside County Department of Public Health, Office of Industrial Hygiene states that the noise level limits at the rear yard of residential development shall not exceed 65 dBA CNEL or Ldn for exterior sensitive uses, and 45 dBA CNEL or Ldn for interior uses.

The criteria used in the traffic noise modeling for this project is taken from the County of Riverside which requires a Noise Prediction Model – Traffic Noise: FHWA RD 77-108, Sound 32, or the equivalent, which shall be used in determining traffic noise impacts. This would include roadway traffic volumes or average daily traffic (ADT), a vehicle mix, traffic speed, a “hard site” terrain condition. Note too that the analyses included herein are based on two lanes of travel on the south side of Main Street within the project limits.

The current Main Street configuration (roadway cross-section) was used for modeling traffic noise. The existing modeled sound levels were based on traffic data taken from the previously prepared Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates, January, 2005). The vehicle mix for model validation was calculated from the observed traffic taken on site during short-term noise level measurements. The projected modeled sound levels were based on traffic noise modeling parameters used by the County. The distance from the center line of the roadway was estimated at 45 feet for existing and future projected conditions. The modeled existing exterior sound level was 1.2 dBA less than the measured sound level (refer to Table 14), this is within expected parameters and no adjustments to the model were made.

**Table 14. Measured Existing CNEL Versus Modeled Existing CNEL**

Receiver	Location	CNEL		
		Measured (dBA)	Modeled (dBA)	Difference (dBA)
LT-1	Main Street	66.6	65.4	1.2
Source: Main Street Widening Project Noise Study Report (URS Corporation, May 2009).				

The traffic volume data used for modeling input was derived from the Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates January, 2005). Other modeling inputs include ground type (e.g., terrain), vehicle mix, as prescribed by the County for designated roadway types, and average traffic speed. The future traffic data for both existing and future conditions are provided in Table 15.

**Table 15. Existing and Future Modeled Traffic Data**

	Existing	Future
<b>Average Daily Trips</b>	3,500	8,000
<b>Traffic Mix</b>		
Autos	87.5%	97.42%
Medium Trucks	8.33%	1.84%
Heavy Trucks	4.17%	0.74%
<b>Speed</b>	40 mph	35 mph
Source: Main Street Widening Project Noise Study Report (URS Corporation, May 2009).		

The existing and future noise modeling results will vary due to the modeling inputs. Existing traffic levels are less than future predicted traffic levels based on future traffic data assumptions from Riverside County. The projected built-out data for the County is considered to be conservative. Based on the difference in ADT and the future projected vehicle mix, future noise levels are expected to be 2.2 dBA higher than existing conditions.

Existing modeled CNEL values were calculated at the six short-term and one long-term site, and are presented in Table 16.



Table 16. Summary of Existing Exterior Noise Levels dBA CNEL for Representative Noise Sensitive Receivers

Receiver ID	Location	Existing Exterior Traffic Noise Sound Level dBA CNEL	Exceed County of Riverside Exterior Threshold?	Interior Sound Level dBA CNEL (Predicted)*	Exceed County of Riverside Interior Threshold?
LT-1	650 Main Street	66.6	No	46.6	Yes
ST-1	844 Main Street	61.0	No	41	No
ST-2	826 Main Street	61.7	No	41.7	No
ST-3	608 Main Street	62.2	No	42.2	No
ST-4	East end of empty field	63.6	No	43.6	No
ST-5	796 Main Street	63.4	No	43.4	No
ST-6	776 Main Street	64.4	No	44.4	No

\* = Standard residential design with window closed would provide a maximum of 20 dBA of attenuation.  
Source: Main Street Widening Project Noise Study Report (URS Corporation., May 2009).

Pursuant to the County of Riverside standards, exterior noise levels at the rear yard of residential areas are not to exceed 65 dBA CNEL. As provided above in Table 16, all sites, with exception of receptor site LT-1, meet the County of Riverside's exterior noise level of 65 dBA CNEL under the existing condition. The County of Riverside standards also dictate that interior noise levels at sensitive receptors are not to exceed 45 dBA CNEL. It is assumed that standard residential design, with closed windows, would provide 20 dBA of attenuation. Based on the data shown above, all of the receivers with windows closed, with the exception of receptor site LT-1, which would result in a 46.6 dBA CNEL, would meet the County of Riverside's interior noise level of 45 dBA CNEL under existing conditions.

With future development in the region and area, including the nearby future planned construction of the Colton Joint Unified School District High School Number 3, the future traffic levels are expected to be greater than the existing traffic levels along Main Street. Taking into consideration such factors as future traffic volumes, vehicle mix, vehicle speed, roadway terrain, and the County's traffic noise criteria, the projected future exterior noise levels (at front or side yards of the respective residence) with the proposed project were calculated and are shown in Table 17.

Table 17. Future-With-Project Exterior Noise Levels dBA CNEL

Receptor ID	Location	Future Exterior Traffic Noise Sound Level (dBA CNEL)	Exceed County of Riverside Exterior Threshold?
LT-1	650 Main Street	63.6	No
ST-1	844 Main Street	62.0	No
ST-2	826 Main Street	62.7	No
ST-3	608 Main Street	63.2	No
ST-4	East end of empty field	64.6	No
ST-5	796 Main Street	64.4	No
ST-6	776 Main Street	65.4	Yes

Note: Future exterior traffic noise levels represent noise levels as modeled at the front or side yard of each respective residence.  
Source: Main Street Widening Project Noise Study Report (URS Corporation, May 2009).

It is important to note that the noise measurement taken at receiver LT-1 was taken 45 feet from the center line of Main Street, and in the middle of the front yard of the respective residence. The closet portion of the front of the subject residence at LT-1 is more than 90 feet from the centerline of Main Street; the doubling of distance reduces the noise level by 3 dBA. As a result, the exterior noise level at the front of the residence would be 63.6 dBA. Furthermore, the future-with-project modeling performed

for this analysis utilized a speed limit of 35 mph, which is slightly less than the existing posted speed limit of 40 mph. The slight reduction in the future-with-project noise level, as compared to the modeled existing condition at LT-1, is attributable to the future reduction in speed limit.

With the widening of the south side of Main Street, CNEL levels would be slightly higher than existing CNEL levels with the projected 2030 with project traffic volume taken from the Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates January, 2005). One receptor location (i.e., ST-6) is projected to exceed the exterior noise level standard (65 dBA CNEL) under future conditions.

Although noise levels at receptor ST-6 slightly exceed 65 dBA CNEL, this condition would be considered the “worst-case” scenario of the residences facing Main Street. Further, the residential structures on the respective properties act as a mitigating factor such that noise levels at the rear yards of the residences along Main Street within the project limits would not exceed the 65 dBA CNEL exterior noise level and, therefore, would not require any other means of mitigation.

The County of Riverside Office of Industrial Hygiene states that: “The interior noise levels in residential dwellings shall not exceed 45 Ldn/CNEL.” Currently, the residential homes along Main Street are set back from the roadway ranging from 55 to 120 feet from the centerline of the roadway. At 19 feet from the roadway centerline, the “hard site” modeled noise level is 70 CNEL. The 65 CNEL modeled noise level has been calculated at 61 feet from the center line for the roadway. All residences along the south side of Main Street are front facing, and there are a few front-facing residences that are slightly within the 65 CNEL level for the County’s exterior standard. In order to meet the 45 Ldn/CNEL interior noise standard at receptor site ST-6 that exceeds the 65 dBA CNEL exterior noise standard, it would require a reduction of 20.4 dBA.

The residence identified in this report at receptor site ST-6 consists of standard construction, which has the potential to achieve an indoor/outdoor noise reduction of 20 dBA. Therefore, an additional 0.4 dBA of noise reduction is required to achieve the 45 dBA interior noise level reduction for receptor site ST-6 given its modeled future-with-project noise level of 65.4 dBA CNEL. However, an increase of 1.0 dBA is imperceptible to the human ear. Therefore, no measures to mitigate interior noise level increases at receptor site ST-6 are warranted or proposed as part of the project addressed herein.

*b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant With Mitigation Incorporation.** Construction of the proposed project would involve the widening the south half of Main Street, curb, gutter, sidewalk, raised center median, catch basins, improvements to driveways, handicap ramps, and traffic signal. The noise produced by equipment related to the proposed project would occur with varying intensity and duration during the construction phase. Table 18 lists typical construction equipment and noise generated by the equipment.

**Table 18. Noise Level Ranges of Typical Construction Equipment**

<b>Equipment</b>	<b>Noise Level at 50 feet</b>
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88

Equipment	Noise Level at 50 feet
Jackhammer	91-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88
Source: Main Street Widening Project Noise Study Report (URS Corporation, May 2009).	

Noise levels generated by construction equipment decreases at a rate of approximately 6 dBA per doubling of distance away from the source. With roadway construction at the property line of all residences, the residences would receive the maximum noise levels during the construction phase of the project. The County of Riverside, Ordinance Number 847, states whenever a construction project is within one-quarter of a mile of an occupied residence, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. To avoid unnecessary annoyance from construction noise, the mitigation measures stated below shall be considered for inclusion in construction contract documents.

c) *A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project?*

**Less Than Significant With Mitigation Incorporation.** With the widening of the south side of Main Street, CNEL levels would be slightly higher than existing CNEL levels with the projected 2030 with project traffic volume taken from the Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates January, 2005). One receptor location (i.e., ST-6) is projected to exceed the exterior noise level standard (65 dBA CNEL) under future conditions.

The County of Riverside does not regulate exterior noise levels at the front and side yard areas of residential development. Although noise levels at receptor ST-6 slightly exceed 65 dBA CNEL, this condition would be considered the "worst-case" scenario of the residences facing Main Street. Further, the residential structures on the respective properties act as a mitigating factor such that noise levels at the rear yards of the residences along Main Street within the project limits would not exceed the 65 dBA CNEL exterior noise level and, therefore, would not require any other means of mitigation.

The County of Riverside Office of Industrial Hygiene states that: "The interior noise levels in residential dwellings shall not exceed 45 Ldn/CNEL." Currently, the residential homes along Main Street are set back from the roadway ranging from 55 to 120 feet from the centerline of the roadway. At 19 feet from the roadway centerline, the "hard site" modeled noise level is 70 CNEL. The 65 CNEL modeled noise level has been calculated at 61 feet from the center line for the roadway. All residences along the south side of Main Street are front facing, and there are a few front-facing residences that are slightly within the 65 CNEL level for the County's exterior standard. In order to meet the 45 Ldn/CNEL interior noise standard at receptor site ST-6 that exceeds the 65 dBA CNEL exterior noise standard, it would require a reduction of 20.4 dBA.

The residence identified in this report at receptor site ST-6 consists of standard construction, which has the potential to achieve an indoor/outdoor noise reduction of 20 dBA. Therefore, an additional 0.4 dBA of noise reduction is required to achieve the 45 dBA interior noise level reduction for receptor site ST-6 given its modeled future-with-project noise level of 65.4 dBA CNEL. However, an increase of 0.4 dBA is imperceptible to the human ear. Therefore, no measures to mitigate interior noise level increases at receptor site ST-6 are warranted or proposed as part of the project addressed herein.

Construction of the proposed project is anticipated to produce construction noise during the three month construction period. However, due to the short-term nature of construction activities impacts related to construction noise would be less than significant with implementation of the recommended mitigation measures. Please refer to response to question for 3.11.2 (b) above for more discussion regarding construction noise related impacts.

*d) A substantial temporary or periodic increase in ambient noise levels in the vicinity of the project above levels existing without the project?*

**Less Than Significant With Mitigation Incorporation.** Refer to responses 3.11.2 (a) and 3.11.2 (b) above.

*e) For a project located within an airport land-use plan or, where such a plan has not been adopted, within 3.2 kilometers (2 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?*

**No Impact.** Flabob Airport is located approximately 5 miles southwest of the project site, the San Bernardino International airport is located approximately 7 miles northeast of the project site, and the Riverside Municipal Airport is located approximately 8 miles southwest of the project site. Impacts are anticipated to be less than significant as the three airports are greater than two miles from the project site.

*f) For a project within the vicinity of a private airstrip, would the proposed project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips located within two miles of the proposed project site. Impacts are not anticipated in this regard.

### **3.11.3 Mitigation Measures**

**NOI-1** To avoid unnecessary annoyance from construction noise, the following best practices for construction noise control should be considered for inclusion in construction contract documents:

- All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers and air-inlet silencers, where appropriate, in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- No construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.
- All mobile or fixed noise-producing equipment used on the project, which is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.

- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- The hours of construction, including noisy maintenance activities, shall be restricted to the periods and days permitted by the County.
- Noise-producing signals, including horns, whistles, alarms, and bells shall be used for safety warning purposes only.
- No project-related public address or music system shall be audible at any adjacent receptor.

### 3.12 POPULATION AND HOUSING

#### 3.12.1 Environmental Setting

Riverside County encompasses approximately 7,296 square miles with approximately 10 percent of the land area of the County within 24 incorporated cities. Approximately 6,565 square miles in the County consists of unincorporated land. According to the State of California Department of Finance, the population of the incorporated areas of Riverside County in January 2008 totaled 1,533,751 persons. The total population including unincorporated and incorporated areas in Riverside County in January 2008 was 2,088,322 persons. By the year 2020, the total population of Riverside County is expected to be nearly 2,809,006 persons, according to the County of Riverside Transportation and Land Management Agency. Furthermore, the unincorporated population total for Riverside County in year 2020 is expected to be 854,662 persons. As indicated in the Riverside County General Plan, Riverside County serves as a bedroom community that supplies a substantial portion of the labor pool for the Los Angeles and Orange County metropolitan areas. Approximately 70 percent of housing in western Riverside County are single-family detached units while mobile homes form the majority in eastern Riverside County. Within unincorporated areas of Riverside County, single-family detached units represent approximately 63 percent of housing units.

#### 3.12.2 Impact Assessment

*Would the project:*

*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)?*

**No Impact.** The proposed project involves the widening of the south half of Main Street from Taylor Street to Michigan Avenue. The proposed project is needed due to the anticipated high volumes of traffic expected from the impact of the new Colton Joint Unified School District High School Number 3 and educational facility. The proposed project is not anticipated to induce growth beyond levels currently accounted for. Furthermore, the proposed project would not result in new impacts related to inducing population growth.

*b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**Less Than Significant Impact.** The proposed project involves the widening of Main Street from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue, the installation of curb, gutter, catch basins, storm drain, and sidewalk along the south side of Main Street, and installation of a traffic signal at Michigan Avenue and Main Street. The proposed traffic signal is anticipated to require additional right-of-way, which may result in the acquisition (relocation) of the existing residence located at the southwest corner of the intersection of Main Street and Michigan Avenue. Relocation assistance would be provided, if the relocation is ultimately necessary, and replacement housing similar to the affected residence would be provided consistent with the requirements of the eminent domain law and

the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Relocation assistance would provide fair, uniform, and equitable treatment of the affected residence. Furthermore, as previously mentioned, the proposed project is consistent with the Riverside County General Plan.

The proposed project would not directly affect population and housing beyond projected growth levels, and the project would not otherwise create a need for additional housing.

*c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**Less Than Significant Impact.** Refer to response to 3.12.2 (b) above.

### **Mitigation Measures**

No mitigation measures are anticipated.

## **3.13 PUBLIC SERVICES**

### **3.13.1 Environmental Setting**

The project area contains fire and police protection facilities, as well as schools and parks. The fire stations nearest the site are the Riverside County Fire Department's Highgrove Firestation located at 459 Center Street in the Highgrove Community and the City of Grand Terrace Fire Station Number 23 located at 22582 Center City Court in the City of Grand Terrace. The 8,500 square foot Highgrove Firestation is adjacent to Highgrove Community Park/Norton Younglove Community Center. The City of Grand Terrace Fire Station Number 23 consists of paid and volunteer staff. Currently, there are two paid employees per shift and 15 paid on-call staff.

Police services for the project area are provided by the Riverside County Sheriff's Department. The nearest Sheriff's Station is the Jurupa Valley Station located at 7477 Mission Boulevard in Riverside. The City of Grand Terrace, in close proximity to the proposed project, is serviced by the San Bernardino County Sheriff's Department. Specifically, the City of Grand Terrace is serviced by Central Station located at 655 East Third Street in San Bernardino.

The nearest recreational parks include Pico Park, Richard Rollins Community Park, and the Highgrove Community Park/Norton Younglove Community Center. Pico Park is approximately 0.5 miles north of the proposed project site at 21950 Pico Street. Pico Park amenities include two basketball courts, one shelter with six tables, two barbecue grills, tot lot area, and three baseball/softball fields for the residents of the City of Grand Terrace. The Richard Rollins Community Park is located approximately one mile northeast of the proposed project site at 22745 DeBerry Street in the City of Grand Terrace. The Richard Rollins Community Park was recently renovated and includes a 12-acre field, four shelters, two barbecue grills, tot lot area, and cement walking track. The Highgrove Community Park/Norton Younglove Community Center is located approximately 1,000 feet east of the proposed project site at 459 Center Street in the Highgrove Community, within Riverside County. The Highgrove Community Park/Norton Younglove Community Center is a joint facility that includes a 6,500 square foot community center, park, and the 8,500 square foot Highgrove Fire Station.

School facilities in the area consists of Grand Terrace Elementary School, Terrace View Elementary School, and Terrace View Middle School within the City of Grand Terrace. The Grand Terrace Elementary School is located approximately 1.5 miles north of the proposed project site at 12066 Vivienda Avenue. Terrace View Elementary School is located approximately 2 miles northeast of the

proposed project site at 22731 Grand Terrace Road. Terrace View Middle School is located approximately 1.5 miles northeast of the proposed project site at 22579 DeBerry Street. Furthermore, as previously mentioned, the Colton Joint Unified School District has proposed the construction and operation of High School Number 3 and educational facility site at the northwest corner of Main Street and Michigan Avenue within the City of Grand Terrace. This new high school would serve grade levels 9 through 12 and consist of 99 classrooms, a gymnasium, performing arts theatre, cafeteria, library and technology resource center, football field, swimming pool, and baseball fields.

### 3.13.2 Impact Assessment

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

*Fire protection?*

**Less Than Significant With Mitigation Incorporation.** The proposed project involves the widening of an existing roadway; therefore, fire protection would not directly be impacted during construction or operation of the project. Furthermore, the proposed project would enhance the operation of Main Street through the project-related widening. As a result, the delivery of public services including fire protection, police services, emergency response vehicles, bus service, waste disposal vehicles, and public transit vehicles, would improve, providing a positive project impact. Short-term congestion related to the construction phase would be mitigated with the implementation of a TMP and serve to minimize disruption to fire and emergency vehicle services. The TMP would include the use of portable, changeable message signs, signs notifying of upcoming construction, and a public awareness campaign related to the scheduling of the proposed project. The proposed project is not expected to induce population growth and land development resulting in the need to provide additional fire protection.

*Police protection?*

**Less Than Significant With Mitigation Incorporation.** The proposed project involves the widening of existing Main Street; therefore, police protection would not directly be impacted by the proposed project. With implementation of the proposed project, the delivery of public services including fire protection, police services, emergency response vehicles, bus service, waste disposal vehicles, and public transit vehicles, would improve, providing a positive project impact. Short-term congestion related to the construction phase would be mitigated with the implementation of a TMP and serve to minimize disruption to police, fire, and emergency vehicle services. The TMP would include the use of portable, changeable message signs, signs notifying of upcoming construction, and a public awareness campaign related to the scheduling of the proposed project. The proposed project is not expected to induce population growth and land development resulting in the need to provide additional police protection.

*Schools?*

**No Impact.** The Colton Joint Unified School District has proposed the construction and operation of High School Number 3 and educational facility site located at the northwest corner of Main Street and Michigan Avenue within the City of Grand Terrace. The proposed project addressed herein is needed due to the high volumes of traffic expected from the above-referenced new high school and educational facility. The proposed project would widen the existing pavement from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue. The proposed project also involves the installation of curb, gutter, catch basins, and sidewalk along the south side of Main Street, and installation

of a traffic signal at Michigan Avenue and Main Street. The proposed Main Street Widening project would not impact existing or proposed school facilities, nor would the project result in the need for additional school facilities. The proposed widening of Main Street would relieve anticipated high volumes of traffic expected from the new high school and educational facility, therefore, is seen as a positive project impact.

*Parks?*

**No Impact.** The proposed project would not impact any park facilities, nor would it induce growth. Therefore, the proposed project would not result in the increase in demand for park facilities or park services.

*Other public facilities?*

**No Impact.** The proposed project would not impact other public facilities or result in the demand for additional public facilities.

### **3.13.3 Mitigation Measures**

Refer to mitigation measure TRF-1 in Section 3.15.3.

## **3.14 RECREATION**

### **3.14.1 Environmental Setting**

As previously described, the nearest recreational parks include Pico Park, Richard Rollins Community Park, and the Highgrove Community Park/Norton Younglove Community Center. Pico Park is approximately 0.5 miles north of the proposed project site at 21950 Pico Street. Pico Park amenities include two basketball courts, one shelter with six tables, two barbecue grills, tot lot area, and three baseball/softball fields for the residents of the City of Grand Terrace. The Richard Rollins Community Park is located approximately one mile northeast of the proposed project site at 22745 DeBerry Street in the City of Grand Terrace. The Richard Rollins Community Park was recently renovated and includes a 12-acre field, four shelters, two barbecue grills, tot lot area, and cement walking track. The Highgrove Community Park/Norton Younglove Community Center is located approximately 1,000 feet east of the proposed project site at 459 Center Street in the Highgrove Community, within Riverside County. The Highgrove Community Park/Norton Younglove Community Center is a joint facility that includes a 6,500 square foot community center, park, and the 8,500 square foot Highgrove Fire Station.

### **3.14.2 Impact Assessment**

*a) 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?*

**No Impact.** The proposed project consists of the widening of the existing Main Street alignment and, therefore, is not anticipated to induce growth or increase the use of existing parks. Direct impacts to existing parks would not occur with implementation of the proposed project. Furthermore, implementation of the proposed project would not result in impacts resulting in the physical deterioration of existing recreational facilities.

*b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*



**No Impact.** The proposed project does not include recreational facilities and would not require the construction or expansion of existing recreational facilities. As mentioned in response 3.14.2 (a) above, the proposed project would not have a significant effect on recreation facilities.

### **3.14.3 Mitigation Measures**

No mitigation measures are proposed for Recreation.

## **3.15 TRANSPORTATION/TRAFFIC**

### **3.15.1 Environmental Setting**

The proposed project involves the widening of Main Street from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue. Curb, gutter and a 5-foot wide sidewalk would be installed, but on-street parking along the south side of Main Street would be maintained. The existing catch basins along the south side of Main Street would be relocated and reconstructed and existing electrical power poles would be relocated within the project area. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanrive Avenue.

All residential driveways would have an improved approach and would match the materials currently in place. Handicap access ramps would be installed at Sanrive Avenue and Michigan Avenue. In addition, a traffic signal would be installed at Michigan Avenue and Main Street; the proposed signal would be constructed separately with regards to timing of implementation. A 13-foot wide median with fencing or other obstruction would also be constructed to discourage crossing the roadway fronting the proposed Colton Joint Union School District High School Number 3 and educational facility.

Regional access to the project site is provided by I-215, I-10, and SR-60. Local access is provided by various arterial roadways in the vicinity of the site. The east-west arterials in the area include Barton Road, Main Street, and Center Street. North-south arterials that provide local access to the area include La Cadena Drive, Iowa Avenue, Michigan Avenue, and Mount Vernon Avenue.

Due to the high volumes of traffic expected from the impact of the new Colton Joint Unified School District High School Number 3 and educational facility site located at the northwest corner of Main Street and Michigan Avenue, the proposed project would widen the existing pavement from 18 feet to 24 feet on the south half of Main Street from Taylor Street to Michigan Avenue.

A Traffic Impact Analysis (Kunzman Associates, January 2005) was prepared for the Colton Joint Unified School District Colton High School Number 3. The purpose of the referenced Traffic Impact Analysis was to provide an assessment of the traffic impacts resulting from the development of the Colton High School Number 3, and to identify the traffic mitigation measures necessary to maintain the established LOS standards. The Traffic Impact Analysis (Kunzman Associates, January 2005) analyzed traffic impacts for existing and the forecast year 2030. The Traffic Impact Analysis (Kunzman Associates, January 2005) was prepared with guidance from the City of Grand Terrace, San Bernardino Associated Governments (SANBAG), and the Southern California Association of Governments (SCAG), and evaluated in context of CEQA and the 2001 San Bernardino County Congestion Management Program (CMP). Nine study area intersections were analyzed within the vicinity of Main Street, and are listed as follows:

- I-215 Southbound Ramps at Iowa Avenue
- I-215 Northbound Ramps at Iowa Avenue
- Iowa Avenue at Main Street

- Iowa Avenue at Center Street
- Taylor Street at Main Street
- Michigan Avenue at Barton Road
- Michigan Avenue at Main Street
- Mount Vernon Avenue at Barton Road
- Mount Vernon Avenue at Main Street

The study area limits of the previously prepared Traffic Impact Analysis (Kunzman Associates, January 2005) for the Colton Joint Unified School District Colton High School Number 3 and education facility include the proposed Main Street widening project area and was, thus, determined to be adequate to be implemented for the traffic analysis of this project. Furthermore, widening of Main Street is needed due to the high volumes of traffic expected from the impact of the new high school and educational facility. Therefore, the results derived from the above-referenced traffic analysis prepared for the Colton Joint Unified School District Colton High School Number 3 were used in the traffic analysis for the proposed project addressed herein.

### 3.15.2 Impact Assessment

*Would the project:*

*a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

**Less Than Significant With Mitigation Incorporation.** The Riverside County/San Bernardino County line is located along the centerline of Main Street within the project area. As such, Riverside County is located south of the Main Street centerline and San Bernardino County is located north of the Main Street centerline. The proposed project would widen the existing pavement on the south half of Main Street from Taylor Street to Michigan Avenue. The proposed project would not, in and of itself, cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. However, the proposed project is needed due to the development of the new Colton Joint Unified School District High School Number 3 and educational facility site, which would cause a substantial increase in the number of vehicle trips, the volume to capacity ratio on roads, and congestion at intersections. The traffic analysis below analyzes traffic information from the Traffic Impact Analysis (Kunzman Associates, January 2005) prepared for the planned high school and educational facility. Note too that the analyses included herein are based on two lanes of travel on the south side of Main Street within the project limits.

The new Colton Joint Unified School District High School Number 3 and educational facility site is proposed to be located north of Main Street between Taylor Street and Michigan Avenue in the City of Grand Terrace, San Bernardino County. Development of the new high school site and educational facility on Main Street will result in approximately 3,300 students and 205 employees. Traffic generated by the new high school and educational facility would increase traffic and congestion along Main Street.

Traffic generated by the high school and educational facility is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. The new high school and educational facility is projected to generate a total of approximately 5,643 daily trips, 1,353 vehicles per hour would occur during the morning peak hour and 462 vehicles per hour would occur during the evening peak hour.

The existing ADT volume for the segment of Main Street between Taylor Street and Michigan Avenue is 3,100 vehicles per day according to the Traffic Impact Analysis (Kunzman Associates, January 2005) conducted for the new Colton Joint Unified School District High School Number 3 and educational facility. The year 2008 traffic ADT volume without the high school and facility is 3,500 along Main Street between Taylor Street and Michigan Avenue. Development of the new high school and educational facility would generate an additional ADT volume of 2,200. Thus, the development of the new high school and educational facility would increase the 2008 ADT volume of that segment of Main Street between Taylor Street and Michigan Avenue from 3,500 to 5,700 vehicles per day. Furthermore, in future year 2030 without the new high school and educational facility, Main Street between Taylor Street and Michigan Avenue would generate an ADT volume of 5,800 vehicles per day. However, the development of the new high school and educational facility would generate an ADT volume of 8,000 vehicles per day in future year 2030 on Main Street between Taylor Street and Michigan Avenue. As indicated in the ADT volumes for both 2008 and future year 2030, the development of the new high school and educational facility would result in significant increases in the volumes of traffic along Main Street between Taylor Street and Michigan Avenue.

The Traffic Impact Analysis (Kunzman Associates, January 2005) conducted for the planned high school and educational facility analyzed existing intersection traffic conditions established through AM and PM peak hour traffic counts obtained in 2004 and 2005. Truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to passenger car equivalents (PCE).

The existing delay and LOS for intersections in the vicinity are shown in Table 19.

**Table 19. Existing Intersection Delay and LOS**

Intersection	LOS	
	AM	PM
Taylor Street at Main Street	A	A
Michigan Ave at Main Street	A	B
Source: Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates, January 2005).		

As described in Table 19 above, the intersections of Taylor Street at Main Street and Michigan Avenue at Main Street currently operate at LOS A and B during the peak hours for existing traffic conditions. However, the development of the new high school and educational facility would degrade the LOS at intersections of Taylor Street at Main Street and Michigan Avenue at Main Street during peak AM and PM hours, as described in Table 20 below. The intersections of Taylor Street at Main Street and Michigan Avenue at Main Street would operate at LOS B and LOS C after the development of the new high school and educational facility.

**Table 20. Year 2008 With New High School and Educational Facility Intersection Delay and LOS**

Intersection	LOS	
	AM	PM
Taylor Street at Main Street	B	B
Michigan Ave at Main Street	C	C
Source: Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates, January 2005).		

Furthermore, the future year 2030 LOS without the development of the new high school and educational facility is provided in Table 21.

**Table 21. Year 2030 Without New High School and Educational Facility Intersection Delay and LOS**

Intersection	LOS	
	AM	PM
Taylor Street at Main Street	A	A
Michigan Ave at Main Street	B	F
Source: Colton Joint USD Colton High School No. 3 Traffic Impact Analysis, Kunzman Associates. January 24, 2005.		

As described above in Table 21, the intersections of Taylor Street at Main Street would operate at LOS A during the AM and PM peak hours and Michigan Avenue at Main Street in future year 2030 would operate at LOS B and F during the AM and PM peak hours. The future year 2030 LOS with development of the new high school and educational facility is provided the Table 22.

**Table 22. Year 2030 With New High School and Educational Facility Intersection Delay and LOS**

Intersection	LOS	
	AM	PM
Taylor Street at Main Street	B	B
Michigan Ave at Main Street	D	F
Source: Colton Joint USD Colton High School No. 3 Traffic Impact Analysis (Kunzman Associates, January 2005).		

As described above in Table 22, the new high school and educational facility would degrade the LOS at intersections of Taylor Street at Main Street and Michigan Avenue at Main Street in future year 2030.

Based on the analysis of the Traffic Impact Analysis (Kunzman Associates, January 2005) prepared for the new high school and educational facility, traffic volumes are anticipated to increase with development of the new high school and educational facility and degrade LOS in the future year. Therefore, to mitigate impacts from the development of the new high school and educational facility, the Colton Joint Unified School District has agreed to required improvements and contribution of fair-share costs. These improvements to be implemented as part of the proposed school site would improve vehicular operation conditions along Main Street, including the north and south sides of Main Street within the limits addressed herein.

Short-term construction related traffic impacts would occur during the construction phase of the proposed project. Construction vehicles and heavy equipment in the project area, as well as lane closures, detours, and merging traffic would cause traffic delays and congestion. However, the anticipated impacts would be temporary and would cease upon project completion. A construction TMP would be implemented to mitigate temporary traffic impacts related to construction of the proposed project.

*b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**Less Than Significant Impact.** Refer to response 3.15.2 (a) above.

*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?*

**No Impact.** Implementation of the proposed project would not result in changes to air traffic pattern. The proposed project is not anticipated to increase air traffic levels or result in substantial safety risks.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** Implementation of the proposed project would not substantially increase hazards due to design features. The proposed project would result in the widening of Main Street from 18 feet to 24 feet on the south side from Taylor Street to Michigan Avenue. The additional lane would enhance the LOS and relieve traffic congestion in the area. A new signal would be installed at the intersection of Main Street and Michigan Avenue as part of the proposed project to improve traffic operations at the intersection and through the project area; the proposed signal would be constructed separately with regards to timing of implementation. Curb, gutter, and a five-foot sidewalk also would be installed; but, on-street parking along the south side of Main Street within the project area would be maintained. A 13-foot wide median with fencing or other obstruction would be constructed to deter pedestrians from crossing Main Street to access the new high school and educational facility.

Existing catch basins along the south side of Main Street also would be relocated and reconstructed, as well as the relocation of electrical power poles, within the project limits. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanrive Avenue. In addition, residential driveways within the project area would have an improved approach and handicap access ramps would be installed at Sanrive Avenue and Michigan Avenue. The proposed project would improve safety for pedestrians with the installation of the 5-foot wide sidewalk along the south side of Main Street; no sidewalk current exists.

Furthermore, the planned Colton Unified School District High School Number 3 and educational facility would construct features to increase safety, including widening the north side of Main Street from Taylor Street to Michigan Avenue, adding sidewalk with curb-and-gutter on the north side of Main Street and the west side of Michigan Street along the planned schools site frontage,. Improvements associated with the planned school site also would provide designated school crosswalks at the Main Street and Michigan Avenue and Taylor Street and Main Street intersections.

e) *Result in inadequate emergency access?*

**Less Than Significant Impact.** Implementation of the proposed project includes the widening of the south side Main Street from 18 feet to 24 feet. The widening of Main Street and installation of new signalized intersection at Main Street and Michigan Avenue is expected to enhance the LOS and relieve traffic congestion in the area. As a result, vehicular access including those for fire service, police service, and emergency service vehicles are anticipated to improve.

f) *Result in inadequate parking capacity?*

**No Impact.** The proposed project would widen Main Street from Taylor Street to Michigan Avenue. The project also would construct curb, gutter, and a 5-foot wide sidewalk; however, on-street parking would be maintained along the south side of Main Street within the project limits. Also, the planned Colton Joint Unified School District High School Number 3 and educational facility would also provide a new parking lot for students and staff on the grounds of the school. Therefore, the proposed project is not expected to result in inadequate parking capacity along Main Street within the project area.

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts and bicycle racks)?*

**No Impact.** There are no existing bus turnouts or bicycle racks within the project area along south side of Main Street. The proposed project would, among other improvements, install curb, gutter, and a 5-foot wide sidewalk along the south side of Main Street; currently, there are no sidewalks along Main Street within the project area. The proposed addition of a sidewalk along the south side of Main Street within the project limits would provide for safe movement of pedestrians compared with existing conditions. Therefore, implementation of the proposed project would not result in an impact related to alternative transportation.

### **3.15.3 Mitigation Measures**

**TRF-1** Short-term mitigation to roadway use shall be mitigated by a TMP, to be prepared in consultation with affected local jurisdictions, prior to construction. The TMP shall consist of a public awareness campaign related to scheduling, prior notices, sign postings, detours, and information on phases of construction. Residences affected by construction activities will be notified before the start of construction. Adequate access shall be provided at all times to and from existing driveways. To further ensure public safety, proper detours and warning signs shall be established. The TMP shall be designed to not interfere with any emergency response or evacuation plans. The TMP shall include construction routes to utilize non-residential streets to the extent practicable. The TMP shall designate construction worker parking areas and equipment staging areas to minimize impacts to roadway operations.

## **3.16 UTILITIES AND SERVICE SYSTEMS**

### **3.16.1 Environmental Setting**

The project area and vicinity is serviced by several utilities, including the following:

- Southern California Edison (SCE)
- Verizon
- Time Warner Cable
- Riverside Highland Water Company
- Southern California Gas Company

The Riverside Highland Water Company provides domestic water service to the project area. Southern California Edison (SCE) provides electrical service within the project area. The Southern California Gas Company (SCG) provides natural gas service to the project area. Currently, telephone service is available from Verizon and cable television is provided by Time Warner Cable within the project area. An existing 12 inch water main is located along Main Street. Electrical power poles are also currently located along Main Street within the project area.

### **3.16.2 Impact Assessment**

Would the project:

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**No Impact.** The proposed road widening would not result in the production of wastewater. Therefore, the project would not exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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?*

**No Impact.** The proposed project would not require the provision of water supplies and would not produce wastewater. Therefore, the project would not require or result in the construction or expansion of water or wastewater treatment facilities.

*c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less Than Significant Impact.** As a result of the proposed south-half widening of Main Street, the existing catch basins along the south side of Main Street within the project limits would be relocated and reconstructed to provide, at a minimum, an equal level of stormwater runoff treatment as currently exists. To that end, the proposed project is not anticipated to substantially increase stormwater runoff. Furthermore, no new storm drainage facilities are anticipated to be required outside of the right-of-way; the proposed relocation and reconstruction of existing catch basins would take place within the project's area of environmental analysis. The improved storm drain system is anticipated to be adequate to serve the proposed project. Please refer to Section 3.8 (Hydrology and Water Quality) for more information regarding stormwater drainage facility improvements and project-related water quality impacts and control.

Relocation of water meter boxes, hydrants, gas lines and power poles also would be required for the proposed project. It is anticipated that approximately 14 Southern California Edison power poles would need to be relocated 6 to 8 feet back from their existing location due to construction of new curb and gutter associated with the proposed project. Relocation of the Southern California Edison power poles is also anticipated to result in the need to relocate Verizon Telephone and Charter Cable lines; however, service associated with these utilities would be maintained during construction of the proposed project. Furthermore, no additional right-of-way would be required for the pole relocations, or any other utilities relocated as a result of the proposed project. Finally, existing manholes would need to be adjusted to account for the widening of Main Street.

*d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**No Impact.** The proposed project would not require the provision of new water supplies or require the expansion of existing facilities. Existing water supplies are anticipated to be adequate for purposes of construction of the proposed project. Water entitlements would not be required, or impacted, as a result of the proposed project.

*e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the projected demand of the project in addition to the existing commitments of the provider?*

**No Impact.** The proposed project would not increase the demand for wastewater treatment services, nor would wastewater be produced with implementation of the proposed project.

*f) Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?*

**Less Than Significant Impact.** Construction of the proposed project would marginally increase the amount of solid waste disposal typical of public works construction projects. However, and due to the relatively small scale and short duration of the construction process, construction-related solid waste generation is not anticipated to result in significant impacts.

g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** The proposed project would comply with all applicable solid waste rules and regulations.

**3.16.3 Mitigation Measures**

No mitigation measures are proposed for Utilities and Service Systems.

**3.17 MANDATORY FINDINGS OF SIGNIFICANCE**

**3.17.1 Environmental Setting**

Refer to the environmental settings descriptions as provided in Sections 3.1.1 through 3.16.1 above.

**3.17.2 Impact Assessment**

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, 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.*

**Less Than Significant With Mitigation Incorporation.** The proposed project involves the widening of Main Street from 18 to 24 feet in width from Taylor Street to Michigan Avenue in the County of Riverside. With the implementation of proposed mitigation measures, the proposed project would not result in a significant impact on the environment, including, but not limited to, biological and cultural resources. Furthermore, the proposed project would not result in the elimination of important examples of 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)?*

**Less Than Significant With Mitigation Incorporation.** The primary purpose of the proposed project is to improve vehicular traffic and operations within the project area and to accommodate the anticipated future increases in traffic volumes as a result of the Colton Joint Unified School District High School Number 3 and educational facility. With implementation of the proposed project, the amount of idling and slower moving vehicles would be decreased on the roadway and an overall reduction in future GHG emissions would be achieved. Therefore, the project's impacts on GHG emissions from operation are considered less than significant and the project would not result in any cumulatively considerable effects on climate change (refer to Section 3.3.2 (a), discussion on global warming and greenhouse gases. Furthermore, the proposed project is not anticipated to result in any significant adverse impacts with the implementation of mitigation measures, and is not anticipated to result in any significant adverse cumulative impacts.

c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant With Mitigation Incorporation.** With implementation of proposed mitigation measures, the proposed project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.



**3.17.3 Mitigation Measures**

Refer to mitigation measures as listed in Sections 3.1 through 3.16.

**4.0 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 (Lead Agency Representative)

Date

Printed Name: \_\_\_\_\_

Agency: \_\_\_\_\_

**5.0 LIST OF PREPARERS**

**Riverside County Transportation Department**

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Leonard Malo, Biological Resources/MSHCP Consistency

William Vasquez, Noise Analysis/Acoustical Engineer

Tammy Chavez, Air Quality/Climate Change

**6.0 REFERENCES**

The following references were utilized in the preparation of this document:

Colton Joint Unified School District. *Grand Terrace Educational Facility (Colton Joint Unified School District High School No. 3 and Adjacent Educational Facility) EIR*. December 2005.

Kunzman Associates. *Colton Joint USD Colton High School No. 3 Traffic Impact Analysis*. January 24, 2005.

Riverside County Integrated Project (RCIP)/General Plan website, [www.rcip.org/](http://www.rcip.org/).

Riverside County General Plan, October 2003.

Riverside County Transportation & Land Management Agency website, [www.tlma.co.riverside.ca.us](http://www.tlma.co.riverside.ca.us).

Southern California Earthquake Data Center website: [www.data.scec.org](http://www.data.scec.org).

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The Planning Center, *Final Grand Terrace Educational Facility Environmental Impact Report*. November 11, 2008.

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URS Corporation. *Main Street Widening Project, Noise Study Report*. May 2009.

URS Corporation. *Main Street Widening Project, Between Taylor Street and Michigan Avenue, Western Riverside County Multiple Species Habitat Conservation Plan Consistency*. March 2009.

URS Corporation. *Main Street Widening Project – Taylor Street to Michigan Avenue, Riverside County, CA, Cultural Resources Technical Memorandum*. December 30, 2008.

URS Corporation. *Main Street Widening Project – Taylor Street to Michigan Avenue, Hazardous Materials Analysis Technical Memorandum*. December 30, 2008.

**Appendix A**  
**CEQA Environmental Checklist Form**

**CEQA Environmental Checklist Form**

1. **Project Title:** Main Street Improvement Project.
2. **Lead Agency Name and Address:** Riverside County Transportation Department, 3525 14<sup>th</sup> Street, Riverside, CA 92501.
3. **Contact Person and Phone Number:** Laurie Dobson Correa, (909) 955-6800.
4. **Project Location:** Main Street from Taylor Street to Michigan Avenue in the County of Riverside.
5. **Project Sponsor's Name and Address:** Riverside County Transportation Department, 3525 14<sup>th</sup> Street, Riverside, CA 92501.

6. **Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)** The proposed project would widen the existing AC pavement from 18 feet to 24 feet on the south half of Main Street from Sanrive Avenue to Michigan Avenue. Curb, gutter, and a 5-foot wide sidewalk also would be installed along the south side of Main Street; existing on-street parking within the project limits would be maintained. A 13-foot wide median with fencing or other obstruction would also be constructed. Existing catch basins and electrical power poles would be relocated and reconstructed along the south side of Main Street and within the project limits. The existing segment of storm drain at Michigan Avenue would also be removed and replaced with new storm drain and the storm drain will be extended to the existing storm drain, just east of Sanrive Avenue. All residential driveways would have an improved approach and would match the materials currently in place. Furthermore, handicap access ramps would be installed at Sanrive Avenue and Michigan Avenue.

A new traffic signal would be installed at Michigan Avenue and Main Street; this new traffic signal would be constructed separately with regards to timing. The proposed traffic signal is anticipated to require additional right-of-way, which may result in the acquisition (relocation) of the existing residence located at the southwest corner of the intersection of Main Street and Michigan Avenue. Relocation assistance would be provided, if ultimately necessary, and replacement housing similar to the affected residence would be provided consistent with the requirements of the eminent domain law and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Relocation assistance would provide fair, uniform, and equitable treatment of the affected residence.

7. **Surrounding Land Uses and Setting: Briefly describe the project's surroundings:** Main Street, within the project limits, is located east of I-215, immediately south of the City of Grand Terrace, and southeast of the City of Colton. I-10 is located to the north, SR-60 to the south, and I-215 is located to the west of the City of Grand Terrace. The Union Pacific Railroad tracks are located immediately west of Main Street, running parallel to Taylor Street and California Street. The Riverside County/San Bernardino County line is located along the centerline of Main Street. The portion of Main Street within the project limits and south of the roadway centerline is located within an unincorporated area of Riverside County, whereas the northern portion of Main Street is located within the City of Grand Terrace in San Bernardino County. Surrounding land uses include commercial/industrial development, undeveloped land, and residential development. Properties immediately south of Main Street between Sanrive Avenue and Michigan Avenue are designated MDR under the Riverside County General Plan.

8. **Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement.):** Implementation of the proposed project would require the approval from the

**A. Environmental Factors Potentially Affected**

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality              |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology / Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use / Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities /Service Systems    | <input type="checkbox"/> Mandatory Findings of Significance |   |

**B. Explanation of Initial Study Checklist Responses**

The checklist on the following pages indicates potential environmental impacts that may result from the proposed Main Street Widening Project. For each of the environmental factors, questions and answers are provided according to the analysis undertaken as part of this Initial Study. The analysis has taken the whole action involved, including off-site as well and on-site, cumulative as well as project level, indirect and direct, and construction as well as operational impacts. The analysis contained within this Initial Study considers the potential environmental impacts associated with the proposed project.

For each question, there are four possible responses followed by an explanation. The four responses are as follows:

- **No Impact.** Implementation of the proposed project will not have any measurable environmental impact on the environment and no additional analysis is required.
- **Less Than Significant Impact.** Implementation of the proposed project will have the potential to impact the environment, however, these impacts will be less than the levels or thresholds that are considered to be significant. These thresholds include existing rules, regulations, and ordinances. No further analysis is required.
- **Less Than Significant With Mitigation Incorporation.** Implementation of the proposed project will have the potential to generate impacts, which will have a significant effect on the environment, however, mitigation measures will be effective in reducing the impacts to less than significant levels.
- **Potentially Significant Impact.** Implementation of the proposed project will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

**C. Environmental Significance Checklist**

This checklist identifies physical, biological, social and economic factors that may be affected by the proposed project. The words "significant" and "significance" used in the checklist relate to impact determinations associated with potential impacts as defined by CEQA guidelines.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>3.1 Aesthetics – Would the Project:</b>				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
<b>3.2 Agriculture Resources:</b> 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. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
<b>3.3 Air Quality –</b> 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?		X		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?		X		
<b>3.4 Biological Resources – Would the project:</b>				
a) Have a substantial adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have 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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?			X	



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>3.5 Cultural Resources – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resources as defined in Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		
<b>3.6 Geology and Soils – Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? <i>Refer to Division of Mines and Geology Special Publication 42.</i>			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?		X		
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?			X	
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?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<b>3.7 Hazards and Hazardous Materials – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X		
d) Be located on a site that 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?				X
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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?			X	
<b>3.8 Hydrology and Water Quality – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?		X		
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)?			X	
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?		X		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 off-site?		X		
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	
<b>3.9 Land Use and Planning – Would the project:</b>				
a) Physically divide an established community?			X	
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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?		X		
<b>3.10 Mineral Resources – Would the project:</b>				
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?			X	
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?			X	
<b>3.11 Noise – Would the project result in:</b>				
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?		X		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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?				X
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?				X
<b>3.12 Population and Housing – Would the project:</b>				
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)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
<b>3.13 Public Services --</b>				
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:				
Fire protection?		X		
Police protection?		X		
Schools?				X
Parks?				X
Other public facilities?				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>3.14 Recreation --</b>				
a) 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?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X
<b>3.15 Transportation/Traffic – Would the project?</b>				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
<b>3.16 Utilities and Service Systems – Would the project?</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
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?				X
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?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
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?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
<b>3.17 Mandatory Findings Of Significance --</b>				
a) 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, 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?		X		
b) 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)?		X		
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

**Appendix B**  
**Mitigation Monitoring and Reporting Program**

**1.0 Introduction**

The California Environmental Quality Act (CEQA) was amended in 1989 to add section 21081.6 to the Public Resources Code. Section 21081.6(a)(1) states that *“the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”*

Furthermore, Section 21081.6 requires a public agency to adopt a mitigation monitoring and reporting program for assessing and ensuring compliance with any required mitigation measured identified for the proposed project. Section 21081.6 provides general guidelines in implementing mitigation monitoring and reporting programs and mandates that specific reporting and monitoring requirements be defined prior to the close of the public review period for the mitigated negative declaration.

The Mitigation Monitoring and Reporting Program (MMRP) table below lists those mitigation measures that may be included as conditions of approval for the proposed *Main Street Widening Project*. These measures correspond to those discussed in the Initial Study/Mitigated Negative Declaration. To ensure that the proposed project’s mitigation measures would be properly implemented, a monitoring program has been developed that specifies the timing of and responsibility for monitoring each measure. The Contractor would have the responsibility for implementing the measures, and the Riverside County Transportation Department would have the primary responsibility for monitoring and reporting the implementation of the mitigation measures, as described.



**Mitigation Monitoring and Reporting Program (MMRP)  
Main Street Improvement Project**

No.	Task and Description	Monitoring and Reporting	Monitoring Milestone	Verification of Compliance			Remarks
				Responsible Party for Monitoring	Initials	Date	
<b>AESTHETICS</b>							
AES-1	Construction lighting shall be directional and/or shielded in order to minimize spillover effects to adjacent areas. Lighting plans shall comply with applicable standards of the local jurisdiction.	Pre-Construction, Construction	Preparation of Lighting Plans.	County of Riverside Transportation and Land Management Agency, Contractor			
<b>AIR QUALITY</b>							
AQ-1	Apply non-toxic soil stabilizers according to the manufacturer's specifications to inactive construction areas (previously graded areas inactive for ten days or more).	Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			
AQ-2	Replace any vegetative ground cover within 21 working days after active operations have ceased.	Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			
AQ-3	Water exposed surfaces two times a day.	Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			
AQ-4	Position equipment staging areas away from the sensitive receptors to the south and north of the project site.	Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			
<b>BIOLOGICAL RESOURCES</b>							
BIO-1	In order to comply with Section 10 of the Migratory Bird Treaty Act (MBTA) (USA, 1918) and relevant sections of the CFGC (e.g., 3503, 3503.4, 3504, 3505, etc.), any vegetation clearing within the study area should take place outside of the typical avian nesting season (i.e., March 1 to June 30) - to the maximum extent practical. Prior to ground-disturbing activities within the study area, a qualified biologist will conduct and submit a pre-construction migratory	Pre-Construction, Construction	Survey for and preparation of pre-construction migratory nesting bird and other raptors survey report.	County of Riverside Transportation and Land Management Agency, Contractor			

**Initial Study**

**Main Street Improvement Project**

No.	Task and Description	Monitoring and Reporting	Monitoring Milestone	Verification of Compliance			Remarks
				Responsible Party for Monitoring	Initials	Date	
	nesting bird and other raptors survey report. The survey shall occur prior to initiation of Project activities and any occupied passerines and/or raptor nests occurring within or adjacent to the study area will be delineated. To the maximum extent practicable, a minimum buffer zone from occupied nests will be maintained during physical ground-disturbing activities. Once nesting has been determined to cease, the buffer may be removed.						
<b>CULTURAL AND PALEONTOLOGICAL RESOURCES</b>							
CUL-1	If previously unidentified cultural resources are discovered during project construction, all earth-disturbing activities will cease at that location until a determination as to the significance of the find can be made. Significant cultural resources will be subject to appropriate procedures that include data recovery, impact avoidance, and recordation of the find.	Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			
CUL-2	If human remains are discovered during construction, work in that area must halt immediately, Riverside County Coroner's Office must be notified immediately under state law, and a qualified archeologist and Native American monitor shall be contacted. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission shall be contacted pursuant to Public Resources Code Section 5097.98.	Construction	Contact County Coroner's Office and the Native American Heritage Commission.	County of Riverside Transportation and Land Management Agency, Contractor			
PAL-1	A qualified paleontologist will be appointed and authorized to monitor earth-moving activities associated with project construction. Work shall be halted in the vicinity of any previously unknown buried	Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			

**Initial Study**

**Main Street Improvement Project**

No.	Task and Description	Verification of Compliance				Remarks
		Monitoring and Reporting	Monitoring Milestone	Responsible Party for Monitoring	Initials	
	paleontological materials unearthed during construction, until a qualified paleontologist can assess the significance of the materials. Collected samples of sediments should be washed to recover small invertebrate and vertebrate fossils. Recovered specimens should be prepared so that they can be identified and permanently preserved.					
<b>GEOLOGY</b>						
GEO-1	The contractor shall prepare a SWPPP and submit the required Notice of Intent to the State Water Resources Control Board.	Pre-Construction	Preparation of SWPPP and submittal of NOI.	County of Riverside Transportation and Land Management Agency, Contractor		
<b>HAZARDS AND HAZARDOUS MATERIALS</b>						
HAZ-1	Prior to any construction activities, a records search for evidence of thermoplastic pavement markings containing lead-based paint should be performed. Any affected lead-based roadway pavement markings shall be collected, tested, and disposed of in accordance with applicable worker protection and hazardous materials management regulations.	Pre-construction, Construction	Conduct records search for thermoplastic pavement markings containing lead based paint.	County of Riverside Transportation and Land Management Agency, RCTD, Contractor		
<b>HYDROLOGY AND WATER QUALITY</b>						
HWQ-1	Prior to construction activity, RCTD will submit a Notice of Intent to the RWQCB permits for the proposed project. Prior to grading, RCTD shall develop a construction Stormwater Pollution Prevention Plan (SWPPP) in compliance with Riverside County's municipal NPDES permit program. The construction SWPPP shall contain Best Management Practices (BMPs) to reduce or eliminate construction-related erosion, siltation and pollutant runoff.	Pre-Construction, Construction	Preparation of SWPPP and compliance with measure.	County of Riverside Transportation and Land Management Agency, RCTD, Contractor		

No.	Task and Description	Verification of Compliance			Date	Remarks
		Monitoring and Reporting	Monitoring Milestone	Responsible Party for Monitoring		
	<p>The SWPPP shall identify the sources of sediment and other pollutants that may affect the quality of the stormwater discharges. The SWPPP also will describe the implementation of BMPs that would effectively prevent or minimize the introduction of pollutants into the stormwater runoff from the project site and will include BMPs to ensure that temporary construction activities will not cause excessive erosion. These BMPs may include, but are not limited to, the following and are further described in the California Stormwater Quality Associations' California Stormwater BMP Handbook (2004):</p> <ul style="list-style-type: none"> <li>- Soil stabilization practices:                             <ul style="list-style-type: none"> <li>- Scheduling</li> <li>- Preservation of existing vegetation</li> <li>- Hydroseeding</li> <li>- Soil binders</li> <li>- Straw mulch</li> </ul> </li> <li>- Sediment control practices:                             <ul style="list-style-type: none"> <li>- Silt fence</li> <li>- Fiber rolls</li> <li>- Street sweeping and vacuuming</li> <li>- Sandbag barrier</li> <li>- Storm drain inlet protection</li> </ul> </li> <li>- Sediment tracking control practices:                             <ul style="list-style-type: none"> <li>- Stabilized construction entrances/exits</li> <li>- Stabilized construction roadway</li> <li>- Entrance/outlet tire wash</li> </ul> </li> </ul>					

**Initial Study**

**Main Street Improvement Project**

No.	Task and Description	Monitoring and Reporting	Monitoring Milestone	Verification of Compliance			Remarks
				Responsible Party for Monitoring	Initials	Date	
	<ul style="list-style-type: none"> <li>- Wind Erosion control practices:                             <ul style="list-style-type: none"> <li>- Wind erosion control</li> </ul> </li> <li>- Non-stormwater management and material management practices:                             <ul style="list-style-type: none"> <li>- Water conservation practices</li> <li>- Paving and grinding operations</li> <li>- Vehicle and equipment cleaning</li> <li>- Material delivery and storage</li> <li>- Spill prevention and control</li> <li>- Solid waste management</li> </ul> </li> </ul>						
HWQ-2	<p>The following Site Design and Source Control shall be utilized to minimize impacts to water quality:</p> <ul style="list-style-type: none"> <li>- Site Design BMPs:                             <ul style="list-style-type: none"> <li>- Maximize the permeable area.</li> <li>- Construct street and sidewalks aisles to the minimum widths necessary, provided that public safety and a walk-able environment for pedestrians are not compromised.</li> <li>- Conserve natural areas.</li> <li>- Use natural drainage systems.</li> </ul> </li> </ul>	Pre-Construction, Construction	Compliance with measure.	County of Riverside Transportation and Land Management Agency, Contractor			
NOI-1	To avoid unnecessary annoyance from construction noise, the following best practices for construction noise control should be considered for inclusion in the construction contract documents:	Pre-Construction, Construction	Compliance with measure.	<b>NOISE</b> County of Riverside Transportation and Land Management Agency, Contractor			

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**Main Street Improvement Project**

No.	Task and Description	Monitoring and Reporting	Monitoring Milestone	Responsible Party for Monitoring	Initials	Date	Remarks
	<p>-All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers and air-inlet silencers, where appropriate, in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.</p> <p>-No construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.</p> <p>-All mobile or fixed noise-producing equipment used on the project, which is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.</p> <ul style="list-style-type: none"> <li>- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.</li> <li>- The hours of construction, including noisy maintenance activities, shall be restricted to the periods and days permitted by the County.</li> <li>- Noise-producing signals, including horns, whistles, alarms, and bells shall be used for safety warning purposes only.</li> <li>- No project-related public address or music system shall be audible at any adjacent receptor.</li> </ul>						

**Initial Study**

**Main Street Improvement Project**

No.	Task and Description	Verification of Compliance				Remarks
		Monitoring and Reporting	Monitoring Milestone	Responsible Party for Monitoring	Initials	
TRF-1	<p>Short-term mitigation to roadway use shall be mitigated by a Traffic Management Plan (TMP), to be prepared in consultation with affected local jurisdictions, prior to construction. The TMP shall consist of a public awareness campaign related to scheduling, prior notices, sign postings, detours, and information on phases of construction. Residences affected by construction activities will be notified before the start of construction. Adequate access shall be provided at all times to and from existing driveways. To further ensure public safety, proper detours and warning signs shall be established. The TMP shall be designed to not interfere with any emergency response or evacuation plans. The TMP shall include construction routes to utilize non-residential streets to the extent practicable. The TMP shall designate construction worker parking areas and equipment staging areas to minimize impacts to roadway operations.</p>	Pre-Construction	Preparation of TMP.	County of Riverside Transportation and Land Management Agency, Contractor		

**Appendix C**  
**Project Engineering Cross-Sections and Plans**



**Response to Comment 1-1:**

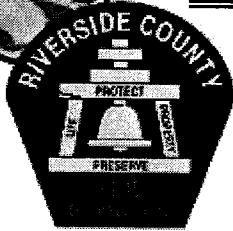
As further detailed in Section 3.8 (Hydrology and Water Quality) of the Initial Study/Mitigated Negative Declaration, the proposed project would include improvements (e.g., installation of curb and gutter, reconstructed and added catch basins, and storm drain improvements) such that drainage characteristics within the project corridor are expected to be improved. The proposed project does not include drainage improvements on private property, and would not result in deleterious drainage effects on properties along the project corridor.

**Response to Comment 1-2:**

As stated in Section 1.1 (Background) of the Initial Study/Mitigated Negative Declaration, the project has been revised to maintain on-street parking opportunities within the project corridor. No other parking restrictions or opportunities for parking are proposed as part of the project, but the County's Real Property Division is coordinating with directly affected landowners (e.g., those affected by right-of-way acquisition) to compensate them as necessary pursuant to pertinent regulations.

**Response to Comment 1-3:**

As further described in Section 1.1 (Background) of the Initial Study/Mitigated Negative Declaration, a new traffic signal would be installed at the existing intersection of Main Street and Michigan Avenue. The traffic signal would be installed to improve traffic operations through the project corridor and surrounding roadway network. Specific right-of-way acquisition requirements associated with the project – including at the intersection of Main Street and Michigan Avenue for installation of the new traffic signal – would be confirmed during the project's final design phase. However, and as further described in Section 3.12 (Population and Housing) of the Initial Study/Mitigated Negative Declaration, the proposed traffic signal is anticipated to require additional right-of-way, which may result in the acquisition (relocation) of the existing residence located at the southwest corner of the intersection of Main Street and Michigan Avenue.



# RIVERSIDE COUNTY FIRE DEPARTMENT

In cooperation with the  
California Department of Forestry and Fire Protection

210 West San Jacinto Avenue • Perris, California 92570 • (951) 940-6900 • Fax (951) 940-6910

**Comment Set 2**

John R. Hawkins  
Fire Chief

Proudly serving the  
unincorporated  
areas of Riverside  
County and the  
Cities of:

- Banning
  - Beaumont
  - Calimesa
  - Canyon Lake
  - Coachella
  - Desert Hot Springs
  - Indian Wells
  - Indio
  - Lake Elsinore
  - La Quinta
  - Menifee
  - Moreno Valley
  - Palm Desert
  - Perris
  - Rancho Mirage
  - San Jacinto
  - Temecula
  - Wildomar
- Board of Supervisors
- Bob Buster, District 1
  - John Tavaglione, District 2
  - Jeff Stone, District 3
  - Roy Wilson, District 4

November 11, 2009

County of Riverside Transportation & Land Management Agency  
Transportation Department  
Planner Andy Huneck  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

**Re: Proposed Main Street Widening Project Initial Study, EA # 42214**

Dear Mr. Huneck,

Thank you for providing the Riverside County Fire Department the opportunity to review the Main Street Widening Project in Highgrove.

With respect to the referenced project, the Riverside County Fire Department has no further comments.

The California Fire Code outlines fire protection standards for the safety, health, and welfare of the public. These standards will be enforced by the Fire Chief.

If I can be of further assistance, please feel free to contact me at (951) 940-6349 or e-mail at [jason.neumann@fire.ca.gov](mailto:jason.neumann@fire.ca.gov).

Sincerely,

**Jason Neuman**

Fire Captain

Strategic Planning Bureau

2-1

**Response to Comment 2-1:**

Thank you for taking the time to review and submit comments on the Draft Initial Study/Proposed Mitigated Negative Declaration regarding the subject project.

Comment Set 3

County of Riverside  
Transportation and Land Management Agency.

Nov. 20 2009

Mr. Andy Huneck:

For the record I oppose the County of Riverside Main Street widening project # E.A. 42214. This will cause hardship to my tenants and their guest by creating no parking situation for their vehicles. In addition some tenants have more than one vehicle which will be force to park else where. Service vehicles will have a parking problem. Widening this street will cause economical hardships to me as an owner. My property will not have the desirability of off street parking. Tenants may vacate. Please re-consider this plan. I need to have parking for the building. I must remind you this property is zone commercial.

3-1



Don Genova  
Owner of 840-846 West Main St. Highgrove. Riverside Co.  
Phone # 626 797 3598