

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of an Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

<p>APN: See Parcel Attachment</p> <p>APPLICANT: San Bernardino County Department of Public Works 825 E. Third Street, Room 201 San Bernardino, CA 92415-0835</p> <p>PROPOSAL: Slover Avenue Improvements</p> <p>COMMUNITY: Bloomington</p> <p>LOCATION: Slover Avenue between Tamarind Avenue and Cedar Avenue</p>	<p>USGS Quad: Fontana, FH 29A</p> <p>T, R, Section: T1S, R 5W, Sec. 21 & 28</p> <p>Thomas Bros.: 605 A/B/C/D-7</p> <p>LUZD Bloomington: IL, IR, IC, RS-1, RS, CG</p> <p>Overlays: None</p>
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PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Department of Public Works
825 E. Third Street, Room 201
San Bernardino, CA 92415-0835

Contact person: Michele Derry, Senior Associate Planner

Phone No: (909) 387-8114

Fax No: (909) 387-7876

E-mail: mkim@dpw.sbcounty.gov

Project Sponsor: County of San Bernardino, Department of Public Works
825 East Third Street
San Bernardino, CA 92415-0182

PROJECT DESCRIPTION:

The County of San Bernardino Department of Public Works (District) has proposed street improvements along a 1.5 mile stretch of Slover Avenue in the unincorporated area of Bloomington. Slover Avenue was operating at Level of Service (LOS) C in 2008. However, it is projected to operate at a LOS "F"¹ by 2030. The proposed project includes the following:

- Construction of one (1) to two (2) additional traffic lanes or traffic lane infill for a total of four (4) traffic lanes;
- Median islands with rock landscaping along Slover Avenue, from Tamarind Avenue to Locust Avenue, a continuous left turn lane from Locust to Valencia Avenue, and a median island from Valencia Avenue to Cedar Avenue;
- Installation of traffic signals at the intersection of Slover Avenue/Laurel Avenue and Slover Avenue/Locust Avenue;
- Relocation of traffic signals at Slover Avenue/ Cedar Avenue; and
- Construction of two cross gutters across Slover Avenue at Locust Avenue to carry the surface run-off south on Locust Ave; and construction of one cross gutter at Linden Avenue and one cross gutter at Orchard Street (south).

¹ LOS F=Forced or breakdown flow.

Right-of-Way (ROW) will be acquired by the County along Slover Avenue from Tamarind Avenue to Cedar Avenue. Approximately 44 feet of right-of way (22 feet in each direction) will be acquired along Slover Avenue allowing the street to be widened to its ultimate width of 80 feet, and with an ultimate ROW width of 104 feet. At Tamarind, three (3) feet of ROW south of Slover Avenue will be acquired. At Alder, 14 feet of ROW in each direction, north and south of Slover Avenue, will be acquired for ultimate ROW of 88 feet. Along Laurel Avenue an additional six feet of ROW (three feet in each direction) will be acquired for ultimate ROW of 66 feet; along Locust Avenue approximately 28 feet of ROW (14 feet in each direction) will be acquired for ultimate ROW of 88 feet; and along Maple Avenue approximately three feet of ROW on the west side will be acquired to accommodate improvements. Project-related improvements will also occur along streets intersecting Slover Avenue between Tamarind and Cedar. Roadway improvements are discussed below. Figure 1 shows the regional location and Figure 2 shows the local vicinity of the project site.

Improvements will be tapered to existing asphalt pavement and driveways north and south of Slover Avenue along intersecting streets. Table 1 describes these improvements.

Table 1
Proposed Improvements Along Intersecting Streets

Intersecting Street	Improvement North of Slover Avenue (approximate linear feet)	Improvement South of Slover Avenue (approximate linear feet)	Description
Alder Avenue	250	250	Roadway widening, repaving, restriping per design plans, pavement tapering to existing roadway, driveway approach
Laurel Avenue	NA	450	
Locust Avenue	350	760	
Maple Avenue	NA	300	
Linden Avenue	265	265	
Orchard Street	230	200	improvements, curb, gutter, rock landscaping, traffic signal installation at Locust and Laurel Aves intersections
Valencia Street	NA	80	
Cedar Avenue	180	end of the curb	

Existing fencing and utilities (overhead and underground) will be relocated as necessary and trees and tree stumps will be removed. The additional roadway along Slover Avenue will be graded and constructed with an 8.4-inch thick asphalt concrete pavement on native soil, while the additional roadways intersecting streets will be graded and constructed with 6 1/3-inch asphalt concrete pavement on native soil. Sidewalk ramps will be constructed at the corners of street intersections to accommodate pedestrians to cross the streets. Existing driveways will be replaced with concrete driveways along Slover Avenue to meet County standard plans. Driveways of intersecting streets will be replaced with similar materials. Concrete curb and gutter will be installed along Slover Avenue. Asphalt paving at intersecting streets will be tapered to meet the existing asphalt concrete pavement.

Construction will take approximately six months and will be completed by a County contractor. During the construction phase, a minimum of one traffic lane in each direction will be maintained for through traffic

which shall be redirected via signage, traffic cones, flashing beacon and other equipment in accordance with current Caltrans Traffic Control Standards. Construction equipment will include, but not be limited to, dump trucks, loaders, mini crane, water truck, paving machines, concrete mixer, rollers, compressors and pulverizing equipment.

Project Background

Slover Avenue between Tamarind Avenue and Cedar Avenue is a designated two-lane major highway located in the unincorporated community of Bloomington. Slover Avenue was operating at LOS C in 2008. However, according to the County of San Bernardino's Bloomington Community Plan Area Table 4, Slover Avenue operated at a LOS "F" in 2004. A LOS "F" is described as stop-and-go traffic conditions where drivers experience periods where speeds drop to zero and maneuverability is nearly impossible without creating further delays. Traffic forecast along Slover Avenue in this section of the Bloomington Community Plan area indicates that traffic conditions, if allowed to continue, will worsen by 2030. Future 2030 conditions for the Bloomington Community Plan area indicate that traffic conditions will worsen on most roads. Slover Avenue is projected to operate at an unacceptable LOS "F." Slover Avenue has also been designated as one of the potential evacuation routes for the Bloomington Community Plan area.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

Surrounding Land Uses

The project site is located within the community of Bloomington, an unincorporated area of San Bernardino County and near the City of Fontana. The land uses to the north of Slover Avenue are primarily light industrial between Tamarind Avenue and Linden Avenue, and residential between Linden Avenue and Cedar Avenue. A 7-Eleven convenience store and gas station lies at the northwest corner of Slover Avenue and Cedar Avenue. Residential development primarily lies to the south of Slover Avenue. Some light industrial uses and vacant land lie between Alder Avenue and Laurel Avenue. Land on the south side of Slover Avenue, between Locust Avenue and Laurel Avenue, is primarily vacant with few trees. Overall, the land uses are a mixture of residential and light industrial uses. Some businesses appear to be operating from their homes. Table 2 and Figure 3 show the General Plan and zoning designations for the project site and the surrounding land uses. Land uses to the north of approximately 650 feet of the westernmost stretch of Slover Avenue lie within the City of Fontana.

Table 2
Surrounding Land Use

Area	Existing Land Use	Official Land Use District
Project Site	Roadway	Major Highway
North (City of Fontana)	Light Industrial uses	Light Industrial (I-L)
North (Community of Bloomington)	Light Industrial uses	Community Industrial (IC)
Northwest and southwest corner of Slover Avenue and Cedar Avenue	7-Eleven and an abandoned business, respectively	General Commercial (CG)
South (from Tamarind Avenue to Alder Avenue)	Single Residential	Single Residential (RS-1),
South (from Alder Avenue to Laurel Avenue)	Mix of industrial and residential	Community Industrial (IC)
South (from Laurel Avenue to Maple Avenue)	Vacant, residential	Single Residential (RS-1),
South (from Maple Avenue to Cedar Avenue)	Residential	Single Residential (RS),

SUMMARY OF PROPOSED SITE ACTIVITIES:

The proposed improvements will start at Tamarind Avenue and proceed easterly to Cedar Avenue for a total length of approximately 1.5 miles. The improvements include: installation of traffic signals at the intersection of Slover Avenue/Laurel Avenue and Slover Avenue/Locust Avenue; relocation of traffic signal at the intersection of Cedar Avenue/ Slover Avenue; construction of two cross gutters across Slover Avenue at Locust Avenue to carry the surface run-off south on Locust Ave; construction of one cross gutter at Linden Avenue and one cross gutter at Orchard Street (south); construction of one (1) to two (2) additional traffic lanes or traffic lane infill, for a total of four (4) traffic lanes, and rock median or continuous turn lane improvements along Slover Avenue. To accommodate improvements additional ROW will be acquired by the County along Slover Avenue, Alder Avenue, Laurel Avenue, Locust Avenue, Maple Avenue, and Cedar Avenue.

Parcel Attachment

SLOVER AVENUE PARCEL NUMBERS

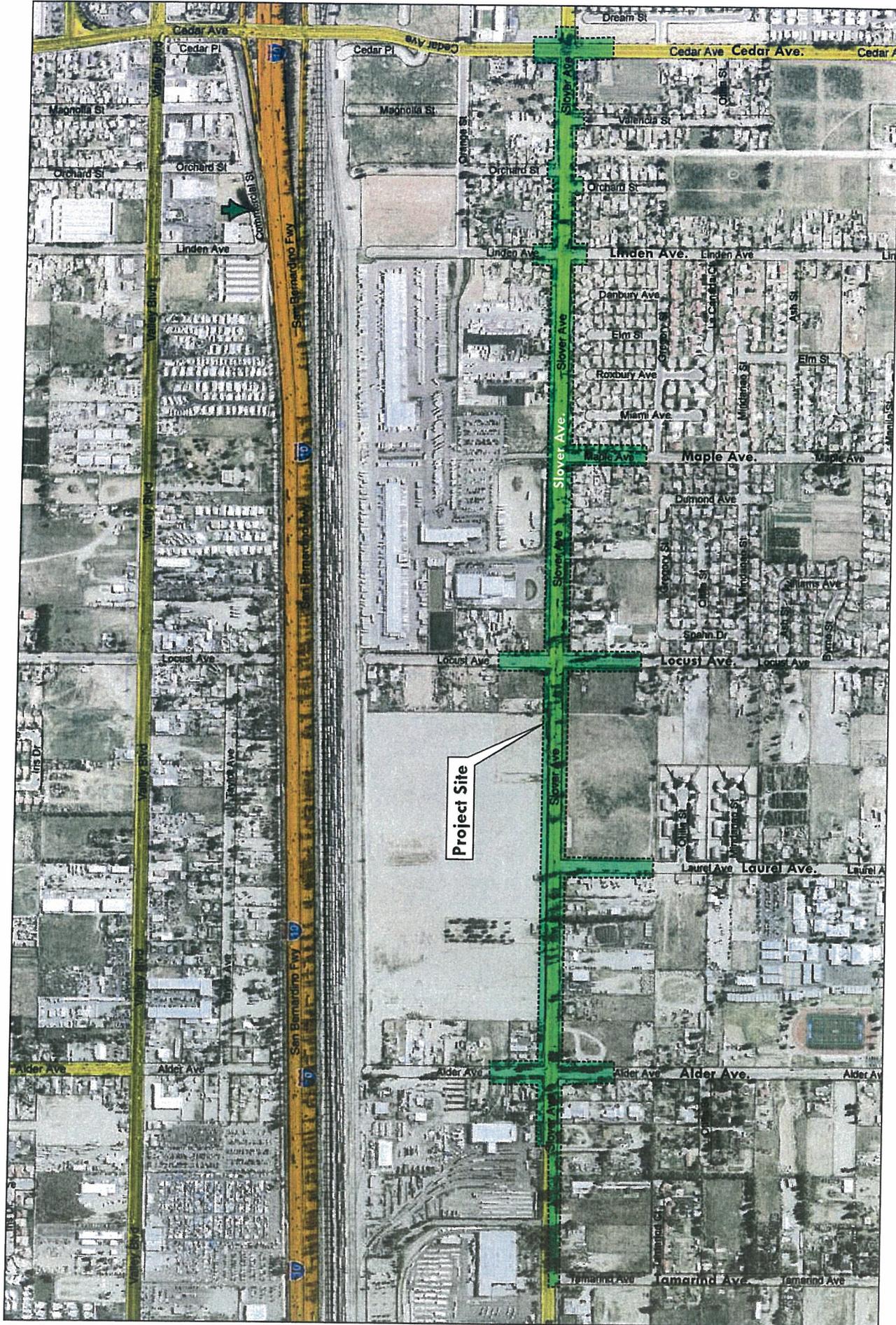
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025215158	025627132	025602103	025319237
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Regional Location
 Slover Avenue Improvements IS
 Bloomington, CA

Figure 1





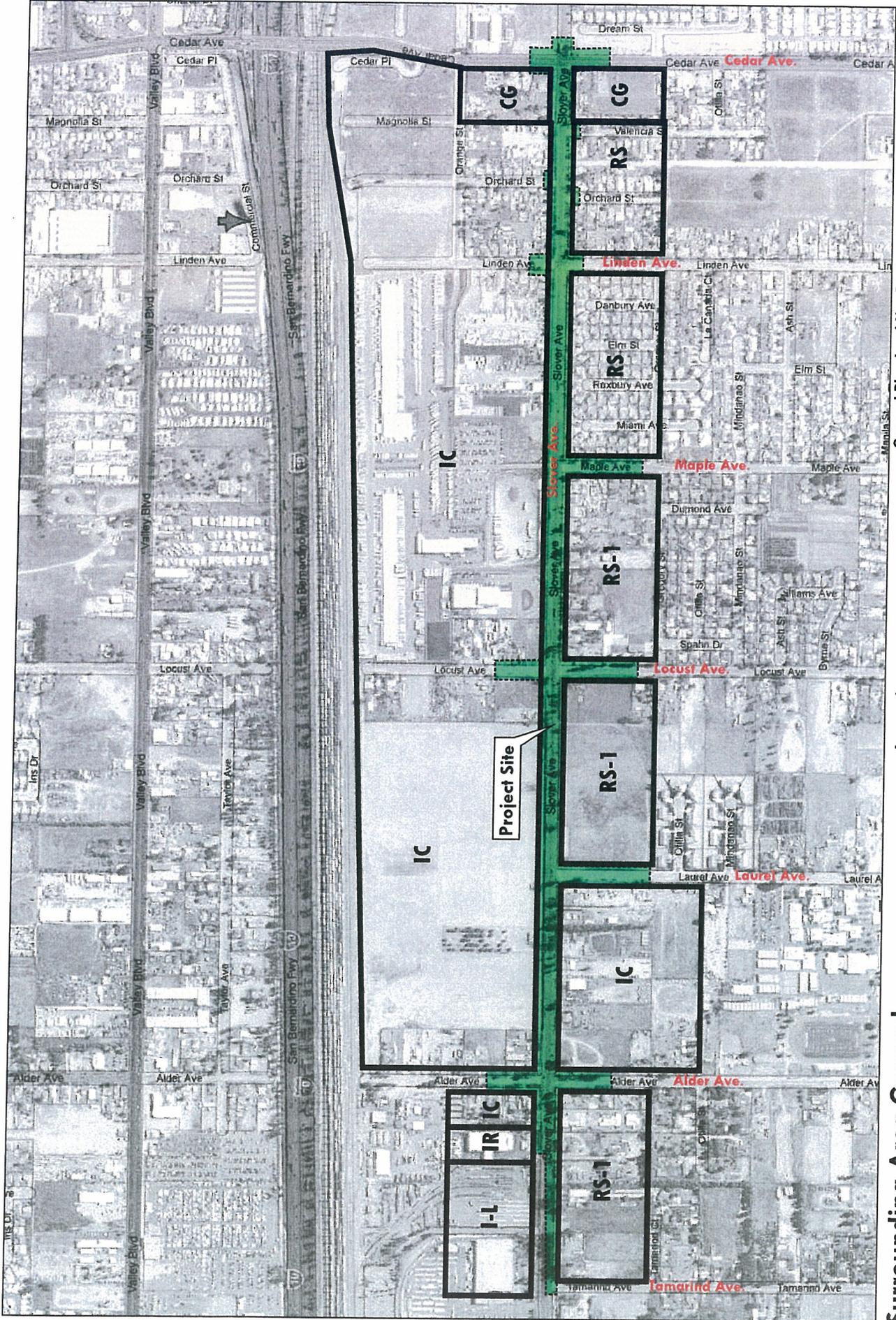
Vicinity Location
 Slover Avenue Improvements IS
 Bloomington, CA

Slover Avenue improvement area



Feet
 LILBURN
 CORPORATION

Figure 2



General Plan Land Use Designations

- RS-1 Single Residential
- RS Single Residential
- IC Community Industrial
- IR Regional Industrial
- I-L Light Industrial
- CG General Commercial

Legend

- Slover Avenue improvement area

Surrounding Area General Plan Land Use Designations

Slover Avenue Improvements IS
Bloomington, CA

Figure 3

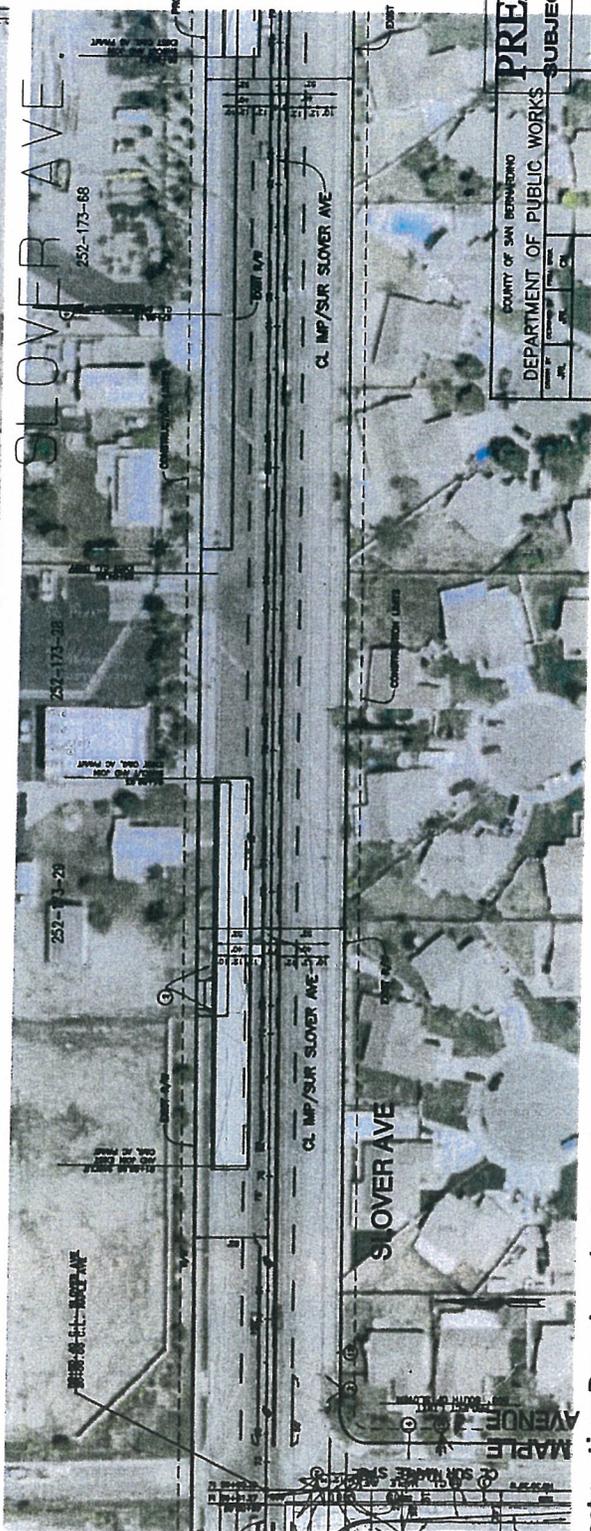
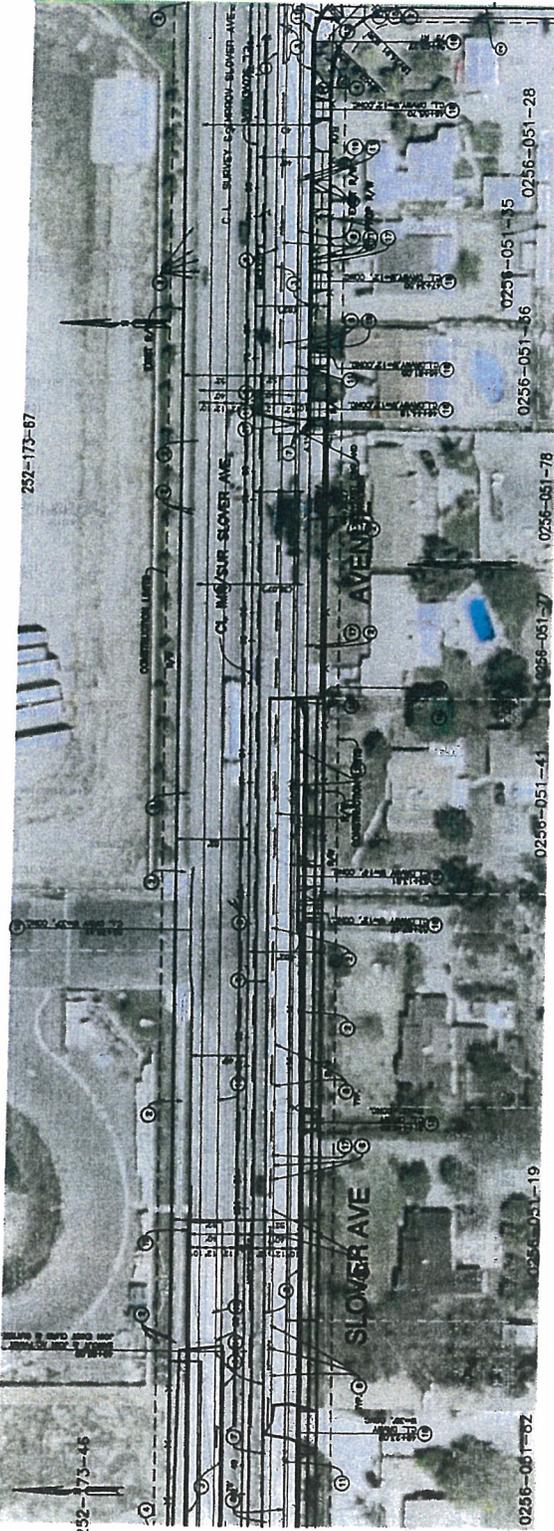
Feet
LILBURN
CORPORATION

SLOVER AVENUE WIDENING AND STREET IMPROVEMENTS

PROPOSED IMPROVEMENT

0252-173-44

0252-173-47



PRELIMINARY
 COUNTY OF SAN BERNARDINO
 DEPARTMENT OF PUBLIC WORKS
 SUBJECT TO REVISIONS

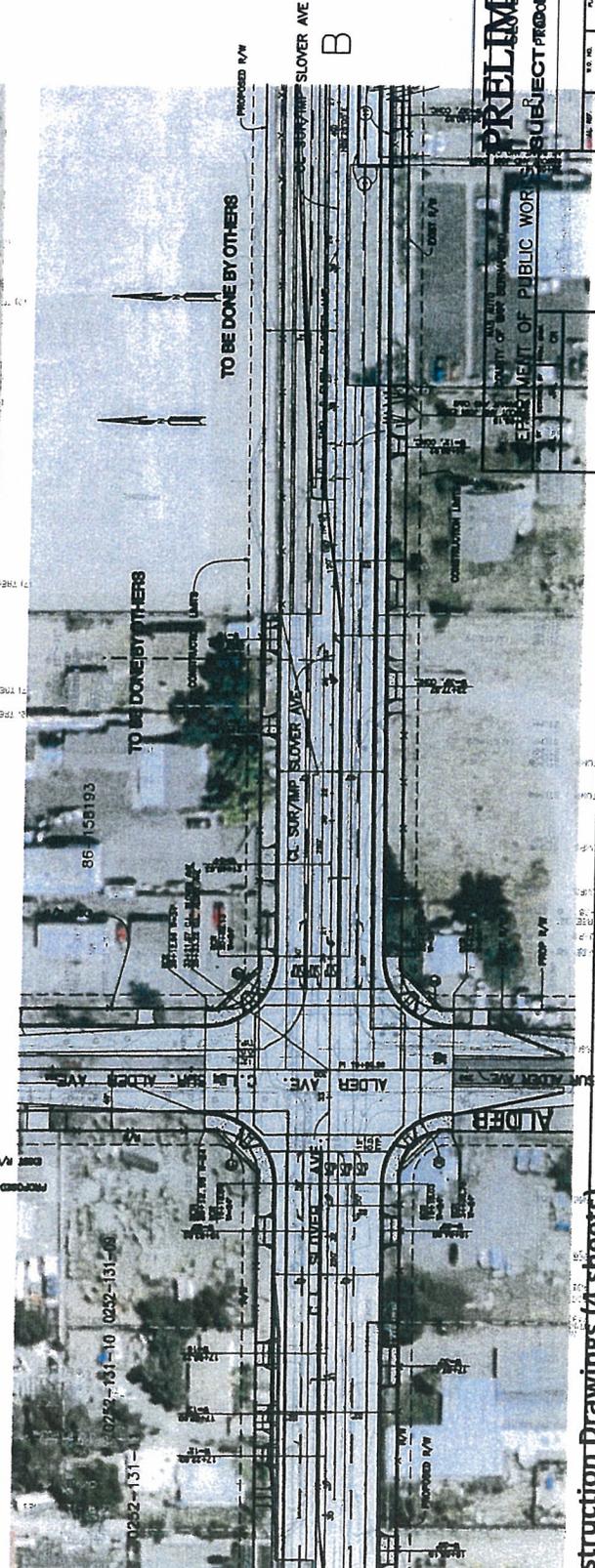
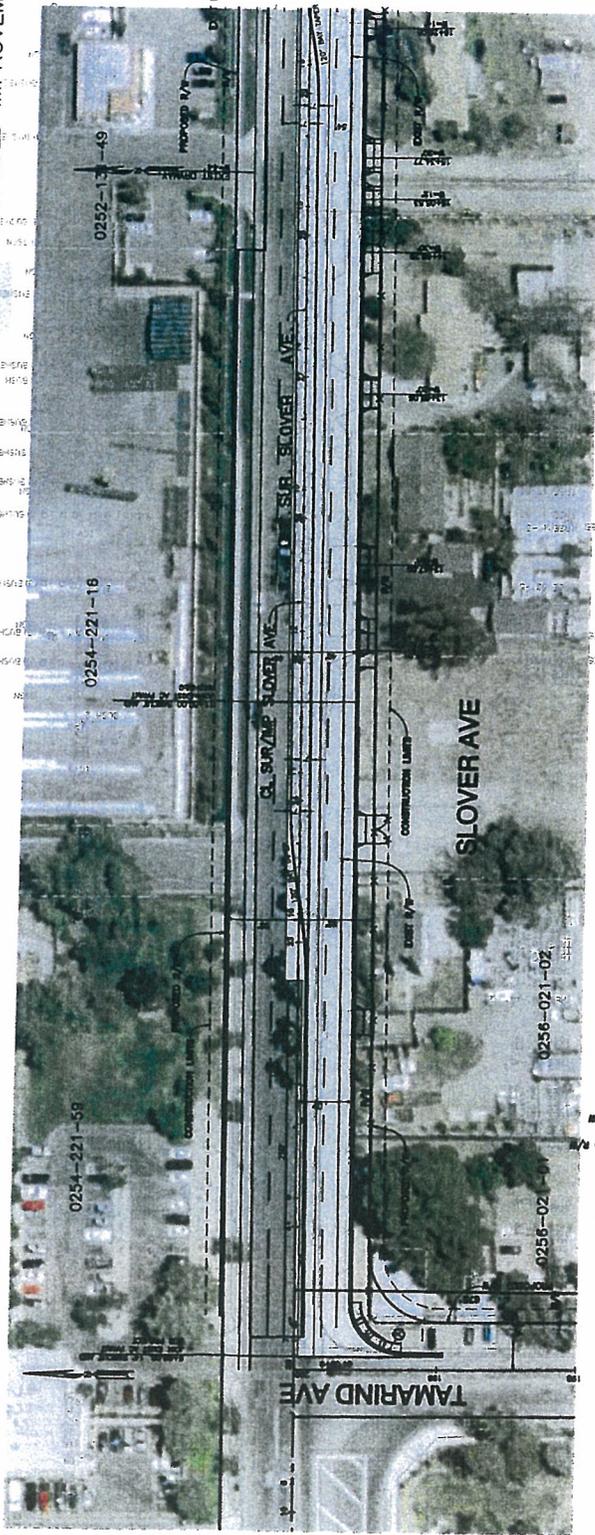
DATE	BY	NO.	DESCRIPTION

DATE PLOTTED: 11/27/13
 PLOT NO: H000020
 SCALE: 1" = 40'
 SHEET NO: 3
 TOTAL SHEETS: 4

Construction Drawings (4 sheets)
 Slover Avenue Improvements IS
 Figure 4

SLOVER AVENUE WIDENING AND STREET IMPROVEMENTS

PROPOSED IMPROVEMENT



PRELIMINARY
SUBJECT TO REVISIONS

DEPARTMENT OF PUBLIC WORKS

Construction Drawings (4 sheets)
Slover Avenue Improvements IS
Figure 4

DATE	NO.	REVISION
11/15/11	1	ISSUED
11/15/11	2	ISSUED
11/15/11	3	ISSUED
11/15/11	4	ISSUED

EVALUATION FORMAT

The initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. The format of this study is presented as follows. The project is evaluated based upon its impacts on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. No Impact - Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Less than Significant - Therefore, no significant impacts are identified or anticipated and no mitigation measures are required.
3. Less than Significant with Mitigation - Possible significant impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Potentially Significant Impact - Significant impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a Mitigation Monitoring and Reporting Program.

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"/> Agriculture 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 | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 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.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 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.
- 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 (prepared by) *Natalie Patty, Senior Environmental Analyst*


Date


Signature: *Carrie Hyke, AICP, Principal Planner*


Date

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if project is located within the view-shed of any Scenic Route listed in the General Plan):

- I a) **No Impact.** According to the San Bernardino County’s Open Space Overlay Map, the proposed project is not located within a designated Scenic Corridor and therefore, will not have a substantial adverse effect on a scenic vista. The project site is surrounded by light industrial and residential uses; the road improvements will not change the viewshed of these properties. Views of San Bernardino Mountains are and will continue to be visible to the north and east. In addition, Slover Avenue is not designated as a scenic corridor. Therefore, no impacts to scenic vistas would occur.
- I b) **No Impact.** The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Slover Avenue has not been designated as either a state highway or an official California scenic highway. Further, the project site is not adjacent to a state scenic highway. No impacts would occur
- I c) **Less than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The project site is located in an urbanized area within industrial, residential and commercial land use districts. Views of the San Bernardino Mountains are visible to the north and east, and no structures are being proposed that would change the existing visual character of the area or block views of the mountains. There may be some degradation of visual quality as a result of the removal of vegetation. Right-of-way will be acquired and during construction, approximately 290 trees and shrubs will be removed in order to widen the road (see Biological Resources Report Appendix B for a list of species to be removed). However, it is determined that the degradation to visual quality is minimal because Slover Avenue is a designated truck route, in accordance with the 2007 Bloomington Community Plan. Further, Slover Avenue will be enhanced by the construction of improvements, including new paving, curb and gutter, along with a rock median and vegetation/ trees left in place between the roadway and ultimate right-of-way acquired.
- I d) **No Impact.** The proposed project will not create new sources of light and glare. The proposed improvements do not include any new street lighting. However temporary detour lighting will be

necessary during construction. All construction detour lighting will be installed in accordance with the current Caltrans Traffic Control Standards. Construction work is anticipated to be limited to daytime hours; thereby, eliminating the need for nighttime lighting. The project also includes the installation of two traffic signals. This type of lighting is designed to be non-glare and would not create an additional source of glare for drivers.

The proposed project would not have significant impacts on any scenic corridor or visual character of the area and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION (Check if project is located in the Important Farmlands Overlay):

- II a) **No Impact.** The project site is not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the San Bernardino County Important Farmland 2006 maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. There are currently no agricultural uses on the site.
- II b) **No Impact.** All construction will occur within existing and new ROW. Acquisition of ROW may include private property. However, either existing or acquired ROW is not zoned for agricultural uses. No impacts would occur in this regard.
- II c) **No Impact.** All construction will occur within existing and new ROW. The proposed street improvements does not involve other changes in the existing environment that, due to their location or nature, could result in conversion of Prime Farmland, to a non-agricultural use, because no agricultural uses are present, therefore, no impacts would occur.

Therefore, no significant impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

(The project site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. To assist local agencies to determine if a project's emissions could pose a significant threat to air quality, the SCAQMD has published its CEQA Air Quality Handbook (CEQA Handbook). The air and dust emissions from the implementation of the project would be temporary, occurring during the excavation, hauling, and grading activities. These were measured based on the SCAQMD standards and evaluated against the most recent thresholds applicable. The detailed summary of the air calculations is attached as Appendix A.

III a) **No Impact.** The proposed project consists of circulation improvements along Slover Avenue from Tamarind Avenue to Cedar Avenue. The proposed project will not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMD) or any other applicable air quality plans. Construction activities are short-term and are not anticipated to be significant. Upon completion of construction activities, operational emissions would remain unchanged from existing conditions as Slover Avenue is an existing thoroughfare within the County. The proposed improvements would lower idling times and increase circulation efficiency within the vicinity. The project would not conflict with South Coast Air Quality Management Plan. Further, approximately 90-95% of the project area has been analyzed for project-level air emissions conformity in the 2008 Southern California Association of Government's (SCAG's) Regional Transportation Plan.

According to SCAG, road widening projects are modeled as part of a regional emissions analysis if they are considered to be capacity widening projects. The list of projects in the Plan include the Slover Avenue road widening improvement projects. Slover Avenue road widening projects are in compliance with the State Implementation Plan (SIP), according to a conformity letter sent by FHWA to SCAG on June 5, 2008.

- III b) **Less Than Significant Impact.** Circulation improvements along Slover Avenue would require earthmoving, material removal, demolition² and other activities such as grading and paving. Approximately 6,531 cubic yards (cy) of dirt would be removed and approximately 15,000 cy of asphalt would be graded; approximately 8.56 acres will be paved.

The project's development activities were screened for emission generation using SCAQMD "Air Quality Handbook" guidelines, Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (Emfac 2009), SCAQMD Off-Road Mobile Source Emissions Factors (2009), and URBEMIS2007 version 9.2.4 emissions model. These tables are used to generate emissions estimates for development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), and particulates (PM₁₀ and PM_{2.5}) and greenhouse gases (GHG) (CH₃ and CO₂). Two of these, ROG and NO_x, are ozone precursors.

Project Emissions

Earthwork emissions are considered short-term, temporary emissions and are estimated in Tables 3, 4 and 5. The following construction parameters were assumed:

Demolition

- Demolition of up to four structures (associated with ROW acquisition)
- 6,400 cubic feet removed per day
- 60 trips per day

Material Removal

- The removal of approximately 21,531 cy of construction material (Dirt, asphalt, and concrete, etc...).
- Approximately 20 mile haul distance (roundtrip)
- 1 Loaders operating 8 hours per day
- 4 street legal haul trucks (10 cy per load) operating per hour

Slover Avenue Improvements, Typical daily equipment:

- 1 Water Truck operating 3 hours per day
- 1 Loader/Backhoe operating 8 hours per day
- 1 Roller operating 4 hours per day
- 1 Mini Crane operating 3 hours per day
- 1 Dozer operating 8 hours per day

² The proposed project may include acquisition of ROW on private property. Therefore, the air quality analysis includes demolition as a worst case scenario.

- 1 Scraper/Grader operating 8 hours per day

Table 3
Demolition Emissions
(Pounds per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂
Demolition	4.6	12.0	7.4	3.6	1.3	1,206.2
Totals (lbs/day)	4.6	12.0	7.4	3.6	1.3	1,206.2
SCAQMD Threshold	75	100	550	150	55	*
Significant	No	No	No	No	No	N/A

Source: URBEMIS2007; CH₃ is not modeled.

* No established thresholds

Table 4
Construction Emissions
“Material Removal”
(Pounds per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂	CH ₃
Loaders ¹	1.2	9.8	4.2	0.55	0.53	872	0.11
Haul Trucks ²	1.9	26.7	8.3	2.6	2.2	---	---
Totals (lbs/day)	3.0	36.5	12.5	3.2	2.7	872	0.11
SCAQMD Threshold	75	100	550	150	55	*	*
Significant	No	No	No	No	No	N/A	N/A

¹ SCAQMD Off-Road Mobile Source Emissions Factors (2009)

² Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (Emfac 2009)

--- No emission factors

* No established thresholds

Table 5
Construction Emissions
“Development Improvements”
(Pounds per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂	CH ₃
Water Truck	0.33	3.30	1.30	0.14	0.13	366	0.03
Loader/Backhoe	1.30	9.80	4.20	0.55	0.53	872	0.11
Roller	0.50	3.28	1.72	0.23	0.22	268	0.04
Mini Crane	0.50	4.60	1.73	0.20	0.19	387	0.05
Dozer	2.18	25.0	12.0	1.04	1.00	1,912	0.26
Scraper/Grader	1.10	24.5	10.7	1.12	1.07	2,104	0.24
Totals (lbs/day)	5.9	70.5	31.7	3.28	3.14	5,909	0.73
SCAQMD Threshold	75	100	550	150	55	*	*
Significant	No	No	No	No	No	N/A	N/A

¹ SCAQMD Off-Road Mobile Source Emissions Factors (2009)

* No established thresholds

As shown in Tables 3, 4 and 5, project emissions would not exceed SCAQMD thresholds.

Compliance with SCAQMD Rules 402 and 403

Although the proposed project does not exceed SCAQMD thresholds for construction emissions, the District is required to comply with all applicable SCAQMD rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates (PM₁₀). The project shall comply with, Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source; and the Air Quality Management Plan (AMCP), which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following BACMs and BACTs:

1. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
 - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion.
- (c) 2. The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.
3. Exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the proposed project would not exceed SCAQMD thresholds during construction, the County and its contractor will be required to implement the following conditions as required by SCAQMD:
 - (a) To reduce emissions, all equipment used in earthwork must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
 - (b) The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
 - (c) The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
 - (d) The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Localized Significance Thresholds

SCAQMD has developed a methodology to assess the localized impacts of emissions from a project

site (SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003 and *Final Methodology to Calculate PM2.5 and PM2.5 Significance Thresholds*, October 2006). SCAQMD recommends comparing projects to localized significance thresholds (LSTs). The LSTs were developed to analyze the significance of potential local air quality impacts of projects and provides screening tables for small projects. The proposed project was analyzed using the LST screening tables provided by SCAQMD.

The project is an approximate 14.6 acre site. The 5 acres grading scenario was used and therefore, represents a worst case scenario as the larger the site the greater the emission allowance.

The project site is located in a mixed use area. Using the closest distance to a sensitive receptor allowed in above-mentioned LST modeling software (25 meters), allowable emissions were calculated. Table 6 compares the proposed project’s emissions with allowable emissions at a distance of 25 meters for sensitive receptors (Source Receptor Area (SRA) No. 34 – Central San Bernardino Valley; 5-acre site). As shown in Table 6, the project site emissions are not anticipated to exceed the LST allowable emissions. Therefore, no localized impacts are anticipated.

Table 6
Localized Significance Thresholds (Emissions in lbs/day)

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Construction Emissions (Max. from Tables 3-5)	5.9	70.5	31.7	3.6	3.14
LST Allowable Emissions per 25 meters for Construction	*	270	1,720	14	8
Greater Than Threshold	*	No	No	No	No

Sources: SCAQMD *Final Localized Significance Threshold Methodology, 2003*; Table C-1 (NO_x), C-2 (CO), C-4 (PM10 – Construction), and C-5 (PM2.5- Construction).

* ROG emissions are not assessed per LST.

Note that NO_x and CO allowable emissions are the same for either construction or operations.

The Global Warming Solutions Act of 2006 (AB 32)

In September 2006 Governor Schwarzenegger signed Assembly Bill 32, The Global Warming Solutions Act of 2006. The Act requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. This is part of a larger plan in which California’s objective for the year 2050 is to reduce state-wide emissions by 80% below 1990 levels. This will be accomplished through a statewide cap on GHG emissions by 2012, which will be regulated by the California Air Resources Board (CARB). The CARB is responsible for setting specific standards for different sources of emissions, as well as implementing these standards and monitoring whether they are being met.

At the end of June 2007, CARB released their “Recommendations for Designing a Greenhouse Gas Cap-and-Trade System for California.” At this time the cap and trade system would be aimed at industrial and other “point of emission” sources. However, regulations have not yet been authorized to implement the cap and trade program. Additionally, although thresholds of significance guidelines have been developed; standards or significance thresholds have not yet been established by the South Coast Air Quality Management District (SCAQMD) or the CARB. The County is currently developing its own goals, policies, and guidelines to ensure compliance with the Greenhouse Gas and Warming Solutions Act. The County does not yet have established thresholds or standards for determining whether a project’s GHGs emissions are significant at this time.

Per CEQA guidelines, project emissions are treated as new emissions for new projects. For standard air emissions, air quality impacts are evaluated for significance on an air basin or even at a neighborhood level. Greenhouse gas emissions are different in that the perspective is global, not local. Therefore these emissions for certain types of projects could be considered as not necessarily new emissions if the project is primarily population driven. Many gases make up the group of pollutants that are believed to contribute to global climate change. Carbon dioxide (CO₂) is the major pollutants of concern for climate change impacts. Tools are available for forecasting the major pollutant categories associated with new projects and regional emission inventories are available for California. URBEMIS2007 calculates emissions of CO₂ from vehicles, electric generation, and emissions from natural gas combustion (i.e., water heaters and space heaters). These are shown in the above analysis as applicable. The Governor's Office of Planning and Research has published amendments to the state CEQA guidelines to address GHG emissions. These amendments are pending adoption by the Natural Resources Agency prior to being official requirements. However, these guidelines do not present specific significance thresholds for GHG emissions.

- III c) **No impact.** The proposed project individually would not exceed any SCAQMD thresholds for criteria pollutants. The County of San Bernardino General Plan EIR concluded that continued development would contribute to pollutant levels in the San Bernardino area, which already exceed State and Federal air quality criteria. Findings on potentially significant impacts of the General Plan indicated that policies contained in the General Plan and mitigation measures in the EIR are expected to reduce emissions associated with future development. However, even after application of these policies and mitigation measures, the General Plan when viewed as a whole project, is expected to generate emissions levels that would exceed the AQMD thresholds for criteria pollutants, resulting in a significant unavoidable adverse air quality impact. A Statement of Overriding Considerations for the General Plan EIR was adopted by the County Board of Supervisors. While a Statement of Overriding considerations was adopted, the County does mitigate for impacts at the project-level.
- III d) **Less Than Significant Impact.** The proposed project is improvements to Slover Avenue, an existing thoroughfare within the County of San Bernardino. Development of the project would improve circulation and decrease idling times. There may be temporary increases in levels of dust pollution as a result of construction activity; however, dust control measures will be implemented during construction to reduce levels to less than significant. Therefore, improvements to Slover Avenue are not anticipated to substantially impact sensitive receptors.
- III e) **Less Than Significant Impact.** The proposed project is improvements to Slover Avenue, an existing thoroughfare within San Bernardino County. Improvements to Slover Avenue are consistent with the General Plan. Odors will be generated from the use of paving materials (asphalt concrete base, asphalt rubber hot mix) but they are temporary. Construction staging areas will be placed away from residences, and odors will be minimized to greatest extent possible in accordance with 2006 Caltrans specifications.

The proposed project would not have significant impacts on air quality and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):

- IV a- **Less Than Significant Impact.** A biological resources report was prepared by the San Bernardino County Department of Public Works and is included as Appendix B of this Initial Study. According to the report, the project area occurs within a recovery unit for federally endangered Delhi Sands flower loving fly. However, the County Ecological Resource Specialist has found that based on an examination of soil and plant composition, there is a very low to no potential for any sensitive species to occur within the proposed ROW. Further, the County Geologist evaluated the soil and found that the Delhi Sands flower loving fly is located in a project area with soils mapped Qyfl according to the USGS Preliminary Geologic Map (Report 03-418). Qyfl sands are characterized as unconsolidated, gray, cobbly and boulder alluvium of the Lytle Creek fan. Eolian sands suitable for the fly are mapped as Qye, exist southeast and east of the project site, and are characterized as

unconsolidated, gray to tan, massive, fine-grained forming stabilized dunes. U.S. Fish and Wildlife staff was consulted, and a determination was made November 16,2009 that based on habitat conditions, the proposed project will not result in a take of the Delhi Sands fly.

IV c) **No Impact.** The project site is in an urban area and no water feature exists on the proposed ROW. Therefore, no wetlands exist and no impacts would occur.

IV d) **Less Than Significant Impact with Mitigation.** The project site is in an urban area and surrounded by development. The proposed ROW and the surrounding areas do not serve as wildlife movement corridors. However, existing trees on the project site may contain suitable nesting habitat. As long as the construction work is performed outside the nesting bird season (February 1-August 30), or a nest search is conducted prior to commencement of the work, compliance with the Migratory Bird Treaty Act (MBTA) would occur. Implementation of the following mitigation measure would reduce any impacts to nesting birds to a less than significant level.

BIO-1:To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (February 1) and mid-summer (August 30). If construction activities occur during the nesting season, a survey shall be conducted by a qualified biologist within one week prior to removal of the trees. If active bird nests are found, impacts shall be avoided in accordance with Public Works Ecologist recommendations (909-387-8109) until the nestlings have fledged.

IV e) **Less Than Significant with Mitigation.** Approximately 290 trees, tree stumps and shrubs will be removed as a result of proposed improvements. The biological resources report identifies the trees as non-native and invasive. However, in an event a native or other regulated tree identified in County Development Code Section 88.01.070 has to be removed, County Department of Public Works will coordinate with County Land Use Services Department to determine if tree transplanting, or tree replacement (based on health of existing tree) will be required.

BIO-2:To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (February 1) and mid-summer (August 30).

BIO-3: If a native tree (Oak) or regulated palm tree (50 feet or higher, and planted 3 or more in a row) must be removed, the Department of Public Works Environmental Management Division will be contacted (909-387-8109), and staff will coordinate with Land Use Services Department to determine the appropriate course of action.

IV f) **No Impact.** The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted for the project area.

No significant impacts are identified or anticipated that could not be mitigated to level of less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
V. CULTURAL RESOURCES - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (Check if the project is located in the Cultural or Paleontologic Resources overlays or cite results of cultural resource review):

V a-b) **Less Than Significant Impact with Mitigation.** A cultural survey report was prepared by McKenna et al., dated August 25, 2009 and is included as Appendix C in this Initial Study. According to the cultural report, the majority of historic structures that once dominated the area have either been remodeled with the elimination of historical value, demolished and redeveloped with modern improvements, or remain vacant. There are five historic-period structures within the project right-of-way on Slover Avenue. If any demolition or changes occur to any of these five structures, the following mitigation measure shall be implemented:

CR-1: Any activity that would change the identified historic structures shall be spot-checked by a qualified archaeological monitor. The extent and duration of the monitoring shall be dependent upon the construction schedule and the discretion of the Lead Agency.

V c) **Less Than Significant Impact with Mitigation.** There are no known paleontology resources within the project area. However, the location and soil is conducive for fossil preservation. Therefore, a qualified vertebrate paleontologist will be required for excavation below five feet.

CR-2: Excavation below five (5) feet in previously undisturbed soils, as may be required to install traffic signals and relocate utility poles, will require a qualified vertebrate paleontologist be present onsite, prepare a mitigation program and monitor excavation activities, in accordance with Development Code (82.20.030). The County Museum (909-307-2669) has qualified paleontologists on staff that the contractor can choose to perform monitoring activities, or the contractor can select a qualified consultant as defined in Development Code 82.20.040. The mitigation program includes a surveying component and is an action plan for the discovery and preservation of fossils uncovered during excavation.

If paleontological resources or sites are uncovered during construction, work shall stop immediately and the discovery evaluated by County Museum staff or a paleontologist hired by the contractor. The County Museum phone number is (909) 307-2669. Work may resume upon approval by County Museum staff.

- V d) **Less Than Significant With Mitigation.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified within the Slover Avenue ROW or near the site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, County Museum and implement the following mitigation measure:

CR-3: If human remains are unearthed during construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner, (909-387-2543), has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall then help determine what course of action shall be taken in dealing with the remains.

No significant impacts are identified or anticipated that could not be mitigated to level of less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VI. GEOLOGY AND SOILS - 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if project is located in the Geologic Hazards Overlay District):

- VI a) **No Impact.** According to the County Geologic Hazard Overlay Map FH29C, the project site is not (i-iv) located on any Alquist Priolo Earthquake Fault Zone. The project area is not susceptible to landslides, or liquefaction. Some seismic ground shaking common in the entire Southern California region may occur in the event of an earthquake. However, it would not expose people or structures to potential substantial adverse effects. In addition, no habitable structures will be built as part of the proposed project. Therefore, no impacts regarding risk of loss, injury, or death would occur.
- VI b) **Less Than Significant.** The proposed project would result in development of pavement, roads, and gutters resulting in cut and fill operations. The total area of disturbance is anticipated to be approximately 14.6 acres. Therefore, a Storm Water Pollution Prevention Plan (SWPPP) will be required for compliance with the National Pollution Discharge Elimination System (NPDES) permit. The County will prepare a SWPPP specifying Best Management Practices (BMPs) to reduce soil erosion during construction and post-construction, in accordance with the County National Pollution Discharge Elimination System (NPDES) permit.
- VI c) **No Impact.** The project site is not located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. In addition, no habitable structures are proposed for the project. Therefore, no impacts related to unstable soil would occur.
- VI d) **No Impact.** The project site is not located in an area of expansive soils that would create substantial risks to life or property. In addition, no habitable structures are proposed for the project. Therefore, no impacts related to expansive soil would occur.
- VI e) **No Impact.** Septic tanks and/or alternative water supply systems are not a part of the project.

No significant impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation with Incorp.	Less than Significant	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- VII a- **Less Than Significant Impact.** The proposed project includes widening and improvements to an existing roadway. The project will not directly result in the transportation of hazardous or toxic materials. All construction materials including fuels and lubricants will be kept in compliance with State and local regulations, including identification of such materials in the Stormwater Pollution Prevention Program (SWPPP) required by the County. If private property acquisition results in demolition, then demolition will be done in conformance with current Federal, State and local regulations. Therefore, any impacts related to the use, transportation and release of hazardous materials would be less than significant. Less than significant impacts would occur in this regard.
- VII b) **Less Than Significant Impact.** The Colton Joint Unified School District Pupil Personnel Services Office and Bloomington Middle School are located within a quarter mile, northeast of the project site on 10435 Cedar Avenue and 18829 Orange Street, respectively. The proposed project would comply with current Federal, State and Local laws and regulations regarding hazardous materials which would reduce any potential impacts on schools to a less than significant level.
- VII c) **No Impact.** The majority of the construction would take place on existing and acquired ROW that is not included on a list of hazardous materials sites. No impacts would occur in this regard.
- VII d) **No Impact.** The Rialto Municipal Airport (Miro Field) lies approximately 5.5 miles north of the project site. No safety hazards related to airports would occur.
- VII e- f) **No Impact.** The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. During the construction phase, a minimum of one traffic lane in each direction will be maintained for through traffic. Emergency response would ultimately improve because of the proposed lane improvements.
- VII g) **No Impact.** According to the County Hazard Overlay Map FH29B, the project site does not lie in a fire hazard zone. Therefore, significant risk of loss, injury or death involving wildland fires would not occur.

The proposed project would not create any hazardous situation or have significant impacts and no mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

VIII **Less Than Significant.** The proposed project is anticipated to disturb approximately 14.6 acres and a/f) would require the preparation of a post-construction Water Quality Management Plan (WQMP) and a construction phase stormwater pollution prevention plan (SWPPP) which would include Best Management Practices (BMPs) to protect water quality during construction activities. BMP listed in the California Storm Water Best Management Practice Handbooks or the current, San Bernardino County Storm Water Program's "Report of Waste Discharge", to reduce or eliminate construction-related water quality impacts from the project.

The RWQCB has issued an area-wide NPDES Storm Water Permit (Permit No. CAS618036) for the County of San Bernardino. The County then requires implementation of measures for a project to comply with the area-wide permit requirements. A SWPPP is comprised of selected BMPs designed to address specific site conditions. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. BMPs may include, but not be limited to, the following:

- Silt Fencing to detain sediment and sediment discharge;
- Storm Drain Inlet Protection that contain protective measures like filter fabric and gravel bag barriers to control sediment, debris and other materials before entering the storm drain;
- Fiber Rolls to reduce runoff velocity and release runoff as sheet flow;
- Stabilized Construction Entrance to reduce tracking of mud and dirt onto public roads;
- Wind Erosion Control WE-1 that includes applying water or other dust palliatives to reduce or alleviate dust.

A post-construction WQMP will be prepared and implemented that incorporates site design, source control and treatment control BMPs to be implemented and maintained through the life of the project.

VIII b) **Less Than Significant Impact.** The total length of the improvement for the proposed project is approximately 1.5 miles, which is not anticipated to substantially impact groundwater recharge; or cause a net deficit in aquifer volume. Construction of the proposed project will have demands for water only for dust suppression purposes. No wells will be impacted by the project. Less than significant impacts to groundwater supplies are anticipated.

VIII c) **No Impact.** The proposed project includes construction concrete curb and gutter along Slover Avenue; construction of two cross gutters across Slover Avenue at Locust Avenue to carry the surface run-off south on Locust Ave; construction of one cross gutter at Linden Avenue and one cross gutter at Orchard Street (south). Therefore, the proposed project is anticipated to improve the existing drainage patterns. In addition, the project site does not lie within the course of a stream or river. No impacts would occur to the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river.

VII d-
e) **Less Than Significant Impact.** The proposed project would slightly increase the amount of impervious surfaces as a result of additional lanes, gutter, and median. However, the proposed

improvements are not anticipated to increase the amount of runoff significantly. All runoff will be conveyed south to the Santa Ana River. There are some intermittent storm drain facilities along Maple and Tamarind, but there is minimal infrastructure so runoff is mostly sheet flow. Construction of cross gutters across Slover Avenue at Locust Avenue; construction of one cross gutter at Linden Avenue; and one cross gutter at Orchard Street (south) will effectively direct flows south to the Santa Ana river. Permanent impacts from increased runoff to storm drain facilities will be addressed in a post-construction WQMP, and a SWPPP will be in place prior to construction that addresses construction activities. Therefore, proposed improvements will have a less than significant impact to the rate and amount of surface runoff, and to existing or planned storm drain.

- VIII g- **No Impact.** According to the County Hazard Overlay Map FH29B, the project site is not located in a
- h) 100-year flood zone. In addition, no habitable structures are proposed as a part of the project.
- VIII i) **No Impact.** According to the County Hazard Overlay Map FH29B, the project site is not located within a dam inundation area. Therefore, no impacts would occur.
- VIII j) **No Impact.** The project site is not located near any water body that would be impacted by a seiche, tsunami, or mudflow. No impacts would occur.

No significant impacts are identified or anticipated that could not be mitigated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- IX a) **No Impact.** The proposed project would improve the existing roads along existing and new ROW. No new roads area are proposed that would divide any established communities.
- IX b) **No Impact.** The proposed project is a road improvement project and is consistent with the policies of the San Bernardino County General Plan and the Bloomington Community Plan. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project is located in an area designated by USFWS as critical habitat for the Delhi Sands Fly. U.S. Fish and Wildlife staff was consulted, and a determination was made November 16,2009 that based on habitat conditions, the proposed project will not result in a take of the Delhi Sands fly.

IX c) **No Impact.** The project site lies in an urban setting and no habitat conservation plan or natural community conservation plan has been adopted for the project area. Therefore, no impacts would occur. There are two recovery sites for the Delhi Sands fly located about 500 feet northwest of Locust and Slover Avenues, and southwest of Tamarind and Slover Avenues. The proposed project will not impact these recovery sites.

No significant impacts are identified or anticipated and no mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
X. MINERAL RESOURCES - Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if project is located within the Mineral Resource Zone Overlay):

- X a) **No Impact.** According to the Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area (West) Map, the project site lies in a MRZ-2 classification. However, the proposed project will not 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 because the project site is already developed with existing infrastructure. No impacts would occur.
- X b) **No Impact.** The project will not 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, because no mining operations exist on or in the vicinity of the project site. In addition, majority of the surrounding area is developed with urban uses and the improvements are proposed to the existing roadway. No impacts would occur.

No significant impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XI. NOISE - 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element):

XI a/c) **Less Than Significant.** The project will not generate excessive noise levels. However, persons already living within the project area are currently being exposed to noise levels that exceed County standards. According to the Noise Impact Analysis prepared by Giroux & Associates (August 2009, included as Appendix D), the measured existing noise levels along Slover Avenue are currently excessive in terms of the County of San Bernardino residential standards of 65 dB Community Noise Equivalent Level³ (CNEL) for usable outdoor space. For existing homes without air conditioning that would allow for window closure, interior noise exposures also likely exceed the County's indoor standard of 45 dB CNEL. The emphasis of the Noise Study conducted for the proposed project was to determine the noise that area residents will experience as a result of project implementation. This is accomplished by a comparison of noise exposures with and without the project, currently and in

³ The 24-hour noise descriptor with a specified evening and nocturnal penalty is called the Community Noise Equivalent Level (CNEL). CNEL's are a weighted average of hourly Leq's.

the future. For the purposes of this project, area build-out is considered to be in the year 2030.

The term "substantial increase" is not defined by any responsible agency. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3.0 dB difference. A threshold of 3.0 dB is typically used to define "substantial increase." Traffic noise due to the project would be significant if it would increase outdoor noise levels by 3.0 dB or more.

The widened roadway is expected to be 104 feet wide at project completion, or 52 feet from centerline to edge of right-of-way. Since the roadway is not being realigned, the centerline will remain intact. However, there will be an addition of a traffic lane in each direction, for a total of four lanes. In addition, there will be a median comprised of a continuous left turn lane extending from Tamarind Avenue to Cedar Avenue.

The mean noise generation distance will remain at the centerline of the road. Utilizing an equivalent lane distance methodology recommended by Caltrans based on FHWA-RD-108, the net effect of additional lanes was calculated for both current and future time frames. A single reference point of 52 feet from roadway centerline was used, since that will be the edge of right-of-way for the widened roadway and the residential property line boundary. Table 7 shows the project versus no-project comparison for single-family homes along Slover Avenue.

As shown in Table-6, as a result of project implementation at area build-out, property lines of homes along Slover Avenue would experience 74.1 dB CNEL of traffic noise versus 73.7 dB without project implementation. The "project only impact" from the increase and relocation of travel lanes is +0.35 dB CNEL at the edge of right-of-way. The cumulative impact (difference between future "with project" and existing) is expected to be +2.1 dB CNEL. Again this is less than the 3.0 dB CNEL significance threshold. Cumulative, as well as "project only" impacts, will be less than significant. In the absence of any individually or cumulatively significant traffic noise impacts, mitigation measures are not required.

Table-7
Project versus No Project Comparison
Single-Family Home Property Line

Roadway ROW (52 feet from C/L)	Current (2009) Noise Level*	2030 Noise Level*		Noise Increase* 2009 - 2030	
		Without Project	With Project	Without Project	With Project
Slover Avenue Residences	72.0 dB	73.7 dB	74.1 dB	1.7 dB	2.1 dB

* At 52 feet from centerline

Several homes have side yard exposure to Slover Avenue. Current and future exterior noise levels for the homes with side yard exposure are shown in Table 8. The increase from current conditions to future conditions with the project is 2.0 dB - less the 3.0 dB CNEL significance threshold. Therefore, mitigation measures will not be required. .

Table 8
Existing Noise levels at Homes With Side Yard Exposure

APN/ Location	Setback (feet)	Current/Future Exterior Noise Exposure (dB CNEL)
SW side Laurel and Slover APN 0256-031-15	80	69/71
NE corner of Locust and Slover APN 0252-173-47	180	64/66
SE corner of Tamarind and Slover APN 0256-021-01	At ROW	72/74
SE corner of Locust and Slover	At ROW	72/74
NE corner of Linden and Slover	At ROW	72/74
SE corner of Linden and Slover	At ROW	72/74
SE corner of Orchard and Slover	At ROW	72/74

Noise levels are anticipated to increase indirectly as a result of County growth. According to the County General Plan, employment is projected to increase by 85% between 2000 and 2025, and population growth in the County is expected to increase by 60% by 2020, without project. Employment and population growth translates into greater traffic on County roads, including Slover Avenue. While the County has determined impacts to be less than significant, the County may provide financial compensation (proximity damages) to homeowners determined to be adversely impacted. Any proximity damages could be used for noise attenuation improvements, such as the installation of dual-paned windows and an air-conditioning unit for single family residences impacted, to reduce interior noise levels to within the County standard of 45 dBA.

XI b) **Less Than Significant With Mitigation.** The proposed project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The percentage of truck traffic and the average daily trips (ADTs) are not anticipated to change significantly as a result of project implementation. It is reasonably anticipated that with the proposed improvements, existing truck vibrations will be reduced. Intersections will be re-graded with new dips that will be shallower than existing ones, and Slover Avenue will be graded and repaved, resulting in a smoother surface with less imperfections and depressions. The majority of project-related groundborne vibration will be from stationary (construction-related) sources, and these vibrations will be mitigated to less than significant levels by implementation of mitigation measures NOI-1 through NOI-4 below. Temporary increases in ambient noise levels will be mitigated to less than significant levels.

NOI-1: Staging areas shall be located away from existing residences.

NOI-2: All construction equipment shall use properly operating mufflers.

NOI-3: Impulsive noise, such as jack-hammering, shall be scheduled to affect the fewest number of residences.

NOI-4: Construction and demolition shall be limited to the hours of 7am and 7pm, Monday through Saturday.

- XI d) **Less Than Significant With Mitigation.** The proposed project would generate short-term construction noise. Construction activities would be temporary in nature and would occur during the hours of 7 a.m. and 7 p.m., Monday to Saturday, as required by County ordinance. Implementation of mitigation measures NOI-1 through NOI-4 would reduce impacts to a less than significant level.
- XI e) **No Impact.** The project is not located within an airport land use plan area or within 2 miles of a public/public use airport. Rialto Municipal Airport (Miro Field) lies approximately 5.5 miles north of the project site. No impacts would occur.
- XI f) **No Impact.** The project is not within the vicinity of a private airstrip.

No significant impacts are identified or anticipated that could not be mitigated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XII. POPULATION AND HOUSING - 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XII a) **Less Than Significant Impact.** The proposed project will improve the existing road infrastructure and will not result in new residential or employment opportunities that would induce substantial population growth. There will be some growth anticipated as a result of population and employment growth not directly related to this proposed project, as identified in the County’s General Plan - Economic Development Element. According to the General Plan, employment is projected to increase by 85% between 2000 and 2025, and population growth in the County is expected to increase by 60% by 2020, without project. Employment and population growth translates into greater traffic on County roads, including Slover Avenue. The surrounding areas are largely built out. Impacts as a result of this project are considered to be less than significant.
- XII b- c) **Less Than Significant Impact.** Acquisition of ROW may include private property. If a private property is acquired by the County, then the County would either compensate the property owner at a fair market value or provide relocation assistance in accordance with the Federal Uniform Relocation Act (URA). Therefore, impacts to displacement of housing or people are considered to be less than significant.

No significant impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIII. PUBLIC SERVICES

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XIII a) **No Impact.** The proposed project will not result in substantial impacts associated with the provision of new or physically altered governmental facilities, or the 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 and other performance objectives for any public services (including fire and police protection, schools, parks or other public facilities). The proposed road improvements will relieve traffic congestion, and improve response times and performance objectives of existing public services and facilities.

No significant impacts are identified or anticipated to public services and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION

XIV a) **No Impact.** The proposed project will not result in new population in the area that would put additional demand on the existing parks or require new parks to be built. Therefore, no impacts would occur.

XIV b) **No Impact.** This project would improve the existing road infrastructure and would not require new parks or recreational facilities to be built. No impacts would occur.

No significant impacts are identified or anticipated to recreational uses and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic, which 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XV a) **No Impact.** Slover Avenue passes through the County between Tamarind Avenue and Cactus Avenue as a two-lane major highway. According to the Bloomington Community Plan, Slover Avenue between Alder Avenue and Cactus Avenue operated at an “F” Level of Service (LOS) in 2004, and is projected to operate at an “F” LOS in 2030. The proposed lane improvements on Slover Avenue would relieve traffic congestion and maintain a “C” LOS through 2030. In addition, the proposed project would comply with the following policy in the Bloomington Community Plan, “Policy BL/CI 1.2. Ensure that transportation system improvements are made to Slover Avenue and Valley Boulevard where facilities are at or near capacity.”

According to the County’s Development Code Section 83.12.030, the road design standards for a major highway are four lanes with a minimum ROW width of 104 feet. The proposed project is in compliance with the Development Code. Therefore, no impacts would occur.

- XV b) **No Impact.** The proposed project would reduce congestion on Slover Avenue and improve traffic flow. Therefore, the proposed project would not individually or cumulatively, reduce a level of service standard established by the County congestion management agency.
- XV c) **No Impact.** The proposed project does not include any tall buildings or operations that would change air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Rialto Municipal Airport (Miro Field) lies approximately 5.5 miles north of the project site. No impacts would occur.
- XV d) **No Impact.** The proposed project includes installation of traffic signals, two additional traffic lanes and a median that would improve the traffic circulation in the area, thereby, increasing both vehicular and pedestrian safety. Designs to enhance safety include intermittent median islands with rock landscaping along Slover Avenue, from Tamarind Avenue to Locust Avenue, a continuous left turn lane from Locust to Valencia Avenue, and a median island from Valencia Avenue to Cedar Avenue. County will reconstruct, relocate, or expand driveways and driveway approaches as necessary to address parking safety issues, in accordance with Caltrans Specifications Section 73 Curbs and Sidewalks, Section 7, Legal Relations and Responsibilities, and the 2007 California Vehicle Code.
- XV e) **Less Than Significant Impact.** During the construction phase, a minimum of one traffic lane in each direction will be maintained for through traffic. In addition, the adjacent roads would provide sufficient access to nearby areas. Upon completion of the proposed improvements emergency access would ultimately improve. Less than significant impacts to emergency access would occur.
- XV f) **No Impact.** The proposed project will not have a significant impact on existing parking facilities since on-street parking would still be available at project completion. No impacts would occur.
- XV g) **No Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these are not required for this project. According to the Bloomington Community Plan, this segment of Slover Avenue is a designated truck route.

No significant impacts are identified or anticipated to traffic and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XVI a) **No Impact.** The proposed roadway improvements would not result in a use that would generate any new wastewater. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. No impacts would occur.

XVI b) **No Impact.** The project would not require construction of new water or wastewater treatment facilities or expansion of existing facilities as no habitable development is being proposed. No impacts would occur.

- XVI c) **No Impact.** The proposed project includes construction concrete curb and gutter along Slover Avenue; construction of two cross gutters across Slover Avenue at Locust Avenue to carry the surface run-off south on Locust Ave; construction of one cross gutter at Linden Avenue and one cross gutter at Orchard Street (south). Overall drainage for the area would improve. No impacts would occur due to construction of new storm drain facilities.
- XVI d) **No Impact.** The proposed project would not result in development that would necessitate the need for additional water supplies or resources. No impacts would occur.
- XVI e) **No Impact.** The proposed project would not generate additional wastewater. Therefore, no treatment is required and no impacts would occur.
- XVI f) **No Impact.** The proposed project would generate construction debris. However, the amount of solid waste generated from construction activities is anticipated to be minimal and would not impact the existing capacity at the landfill. The type of waste being generated is approximately 13,000 cubic yards of concrete rubble, asphalt chunks, vegetation, and soil. Disposal shall be done to the satisfaction of the Project Engineer, and in accordance with Section 701.13, Disposal of Material Outside Highway Right-of-Way, and Section 15-3, Removing Concrete, of the 2006 Caltrans Specifications. There is no impact.
- XVI g) **No Impact.** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No impacts would occur. Disposal shall be done to the satisfaction of the Project Engineer, and in accordance with Section 701.13, Disposal of Material Outside Highway Right-of-Way, and Section 15-3, Removing Concrete, of the 2006 Caltrans Specifications. It is assumed that non-hazardous/inert materials will be disposed of at the closest available landfill and processed according to the Comprehensive Disposal Site Diversion Program (CSDSP), and that no significant impacts to the landfill is anticipated. Any suspected hazardous materials uncovered will be disposed of in accordance with the procedures set forth in the Memorandum of Understanding between the Department of Public Works and County Fire Department.

No significant impacts are identified or anticipated to public utilities and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

XVII a) **Less Than Significant With Mitigation Incorporated.** The project site is surrounded by development and lies in an urban setting. Mitigation measure BIO-1 as discussed in the Biological Resources Section of this Initial Study would reduce the potential impacts to nesting birds to less than significant levels.

According to the cultural report, no impact to cultural resources is anticipated. However, if any sensitive historic or pre-historic artifacts are uncovered during any excavation and construction activities, a qualified archaeologist should be contacted for evaluation of the deposits. With the implementation of the recommended mitigation measure, impacts would be reduced to a less than significant level.

XVII b) **Less Than Significant With Mitigation Incorporated.** Impacts associated with the proposed project would not be considered cumulatively adverse or unfavorable. The project is not anticipated to generate significant amounts of air pollutants, traffic or noise. Cumulative impacts to biological or cultural resources are also not anticipated to be significant. In addition, mitigation measures are incorporated that would reduce impacts to less than significant. No significant cumulative adverse impacts are anticipated

XVII c) **Less Than Significant With Mitigation Incorporated.** The proposed project would not be used for storing any toxic or hazardous materials nor does the construction and operation of the project involves such a use. Impacts due to noise will be mitigated to a less than significant level. Any direct or indirect impacts to human beings would therefore, be mitigated.

XVIII MITIGATION MEASURES. Include mitigation measures here.

(Any mitigation measures which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at the time of project approval)

- BIO-1:** To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (February 1) and mid-summer (August 30). If construction activities occur during the nesting season, a survey shall be conducted by a qualified biologist within one week prior to removal of the trees. If active bird nests are found, impacts shall be avoided in accordance with Public Works Ecologist recommendations (909-387-8109) until the nestlings have fledged.
- BIO-2:** To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (February 1) and mid-summer (August 30).
- BIO-3:** If a native tree (Oak) or regulated palm tree (50 feet or higher, and planted 3 or more in a row) must be removed, the Department of Public Works Environmental Management Division will be contacted (909-387-8109), and staff will coordinate with Land Use Services Department to determine the appropriate course of action.
- CR-1:** Any activity that would change the identified historic structures shall be spot-checked by a qualified archaeological monitor. The extent and duration of the monitoring shall be dependent upon the construction schedule and the discretion of the Lead Agency.
- CR-2:** Excavation below 5 feet in previously undisturbed soils, as may be required to install traffic signals and relocate utility poles, will require a qualified vertebrate paleontologist be present onsite, prepare a mitigation program and monitor excavation activities, in accordance with Development Code (82.20.030). The County Museum (307-2669) has qualified paleontologists on staff that the contractor can choose to perform monitoring activities, or the contractor can select its own consultant. The mitigation program includes a surveying component and is an action plan for the discovery and preservation of fossils uncovered during excavation.
- If paleontological resources or sites are uncovered during construction, work shall stop immediately and the discovery evaluated by County Museum staff or a paleontologist hired by the contractor. The County Museum phone number is (909) 307-2669. Work may resume upon approval by County Museum staff.
- CR-3:** If human remains are unearthed during construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner (909-387-2543) has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall then help determine what course of action shall be taken in dealing with the remains.

SELF MONITORING MITIGATION MEASURES:

(Condition compliance will be verified by existing procedure).

NOI-1: Staging areas shall be located away from existing residences.

NOI-2: All construction equipment shall use properly operating mufflers.

NOI-3: Impulsive noise, such as jack-hammering, shall be scheduled to affect the fewest number of residences.

NOI-4: Construction and demolition shall be limited to the hours of 7am and 7pm, Monday through Saturday.

GENERAL REFERENCES

San Bernardino County General Plan, March 2007.

County of San Bernardino, 2007 Development Code.

Bloomington Community Plan, February 2007.

Department of Conservation, Division of Mines and Geology, Open File Report 94-08, dated 1995.

County of San Bernardino, Department of Public Works, 2008, Biological Resources Report.

CEQA Guidelines, Appendix G

McKenna et al., A Cultural Resources Investigation for the Proposed Slover Avenue Improvements from West of Laurel Avenue to Maple Avenue in the Community of Bloomington, San Bernardino County, California, August 25, 2009.

Hans Giroux & Associates, Noise Impact Analysis-Slover Avenue Widening, County of San Bernardino, California, August 6, 2009.