

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding, Adoption of Findings, Statement of  
Overriding Considerations and a Mitigation Monitoring Program  
8-SBd-215 4.1/10.1**

**Resolution E-00-16**

- 1.1 **WHEREAS**, an Environmental Impact Report has been prepared for a project to widen and improve the freeway between Interstate 10 and Route 30 in the City of San Bernardino; and
- 1.2 **WHEREAS**, the Department has certified that the Environmental Impact Report has been completed in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission has reviewed and considered the information contained in the Environmental Impact Report; and
- 1.4 **WHEREAS**, written proposed Findings indicate that changes or alterations have been required in, or incorporated into the project which mitigate or avoid the significant effects identified in the Environmental Impact Report and associated with relocation/property acquisitions; and
- 1.5 **WHEREAS**, such findings also indicate that specific economic, legal, social, technological, or other considerations make it infeasible to avoid or fully mitigate to a level less than significant the effects associated with visual and construction impacts; and
- 1.6 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the project for future consideration of funding, and adopt those Findings and Statement Overriding Considerations, and the Mitigation Monitoring Program contained in the Environmental Impact Report.

**Widening of I-215 Between I-10 and SR-30 in San Bernardino, California  
08-SBd-215-4.1/10.1**

**FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS**

**I. INTRODUCTION**

Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more written findings for each of the significant impacts. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the *Final Environmental Impact Statement / Environmental Impact Report for the Widening of Interstate 215 Between Interstate 10 and State Route 30 (Caltrans Project 08-SBd-215-4.1/10.1)*. The project is being developed in conjunction with the Federal Highway Administration.

This Findings and Statement of Overriding Considerations document is divided into five major sections. The Introduction provides background information as to the purpose of the document. The Description of the Preferred Project includes a brief description of the preferred Interstate 215 (I-215) widening project. The Alternatives Considered describes the alternatives developed and considered but rejected by the lead agency. The Findings Regarding Environmental Effects presents the significant effects associated with the preferred project. Finally, the Statement of Overriding Considerations is provided for those significant adverse effects that cannot be avoided, even with the proposed mitigation measures.

For each of the impacts associated with the project, the following sections are provided:

1. Description of Significant Effects - A specific description of the significant environmental impact identified in the Environmental Impact Report (EIR).
2. Findings - The findings made are those allowed by Section 21081 of the CEQA Guidelines. The finding pertains only to impacts found to be significant. One of three specific findings is made, in direct response to CEQA Guidelines Section 15091.
3. Proposed Mitigation - Identified mitigation measures or actions that are proposed for implementation as part of the project.
4. Significance - A judgement is made regarding the significance of the environmental impact after mitigation.
5. Rationale - A summary of the reasons for the decision.
6. Reference - A notation on the specific section in the EIR that includes the evidence and discussion of the identified impact.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill 3180. This amendment requires public agencies to adopt a monitoring and reporting program for assessing and ensuring the efficacy of proposed mitigation measures. This Mitigation Monitoring Program for the I-215 Widening project is a separate document for adoption together with the Findings and Statement of Overriding Considerations. This Mitigation Monitoring Program relates directly to those mitigation measures that are identified within the Findings and Statement of Overriding Considerations.

## II. DESCRIPTION OF THE PREFERRED PROJECT

The lead agency under CEQA, Caltrans, has identified a preferred project, which is briefly described below. For a more detailed description, please see the *Final Environmental Impact Statement / Environmental Impact Report (FEIS/FEIR)*.

The preferred project would widen a portion of I-215 located in the urbanized area of San Bernardino, California, between Interstate 10 (I-10) at the south project limit and State Route 30 (SR-30) at the north project limit, for a distance of six miles. The existing freeway in this reach was constructed in the 1950's and has limited capacity, substandard ramp connections and indirect access to certain portions of its service area. The proposed project would rectify these conditions.

The proposed project preferred alternative would widen I-215 to make it an eight-lane facility from I-10 to State Route 259 (SR-259) and a six-lane facility from SR-259 to SR-30, adding one lane in each direction. The added lane would be designated for use by High Occupancy Vehicles (HOVs). In addition to the added lane, the project would also provide a continuous one-way frontage road on both sides of the freeway from Orange Show Road to SR-259. All existing interchanges between the freeway and the local street system would be reconstructed. The resulting reconstructed freeway would provide increased capability, improved ramp configurations and more equitable access to areas on both sides of the freeway.

## III. ALTERNATIVES CONSIDERED

Three primary alternatives (referred to as Alternatives 1, 2 and 3) were considered for widening I-215 between I-10 and SR-30, in addition to the No Build alternative. For each of the three alternatives, two configurations were considered, one of which would provide a mixed flow lane and the second of which would provide an HOV lane.

The No-Build Alternative was eliminated from consideration because it: (1) does not correct existing deficiencies, including left on and off-ramps and non-standard design features; (2) does not provide more direct access to the west; (3) does not provide improvement to operational characteristics of the freeway; (4) does not meet established project goals and objectives; (5) is inconsistent with freeway improvements included in the San Bernardino County initiative which would provide partial funding for the project; (6) is not consistent with Caltrans HOV implementation objectives; and (7) will not be able to provide sufficient capacity for projected traffic volumes.

None of the mixed flow options were selected, because: (1) they are inconsistent with regional mobility, regional air quality and Caltrans HOV objectives; (2) they would provide less people moving capacity than the HOV options; and (3) they may produce slightly higher air quality impacts than the HOV options.

HOV Alternative 1 was not selected because: (1) it would not offer adequate levels of service in certain reaches of the freeway; (2) its frontage road system would not provide the desired level of local circulation available with the preferred (Alternative 3) alternative; (3) it would provide fewer access points than Alternative 3; (4) more intersections would operate at lower levels of service than with Alternative 3; (5) braided ramps associated with this alternative would make future expansion more expensive; (6) the southbound off ramp to I Street is not desirable; (7) it would provide no connection at Massachusetts Avenue; and (8) its cost, when compared with its benefits, would not suggest an advantage over Alternative 3.

HOV Alternative 2 was not selected because: (1) its frontage road system would not provide the desired level of local circulation offered by Alternative 3; (2) it would provide fewer access points than Alternative 3; (3) more intersections would operate at lower levels of service than with Alternative 3; (4) it would provide no connection at Massachusetts Avenue; and (5) it would provide no access at Mill Street.

HOV Alternative 3 was selected as the preferred option, because: (1) it is the preferred alternative of the City of San Bernardino; (2) its frontage road system would provide the greatest improvement to local circulation; (3) it would provide more routing options along its frontage roads than the other alternatives; (4) it would result in better intersection levels of service; (5) it would provide the greatest number of freeway access points; (6) it would provide a more direct alignment between Third Street and Baseline Street; (7) it would provide the best access for Caltrans maintenance and operation activities; (8) its cost, although higher than the other alternatives, would be justified in terms of the benefits received; (9) it would result in additional adverse effects, but not substantially so; (10) its geometric design best facilitates staged construction; (11) it is most compatible with any necessary future widening; (12) it would provide the most efficient design for ramp metering, including HOV bypass lanes; and (13) it meets the goals and objectives established for the project.

#### **IV. FINDINGS REGARDING ENVIRONMENTAL EFFECTS**

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require findings to be made for impacts regarded as significant. Based on the information contained in the environmental document, the following categories of effects were found to have impacts considered either beneficial or adverse, but not significant: transportation and circulation, land use, social impacts, economic impacts, air quality, noise, geotechnical considerations, water quality, wildlife and vegetation, wetlands and floodplains, hazardous waste, energy, historic and archaeological resources, and cumulative effects.

Findings are made in the sections that follow for those impacts found to be significant. Considering the proposed project preferred alternative, impacts found to be significant include: relocation/property acquisitions, visual effects, and construction impacts.

**A. Relocation/Property Acquisitions**

1. Description of Significant Effects

The proposed project would require the acquisition of residential and commercial properties and it would result in the permanent loss of commercial parking spaces. These effects would occur primarily along the east side of the freeway, although the area between Third Street and Orange Show Road on the west side of the freeway would also be subject to acquisitions.

It is estimated that up to 71 single-family dwelling units and 66 multiple family dwelling units would need to be acquired in order to implement the project. Using estimated occupancy figures derived from the most recent U.S. Census, Southern California Associated Governments (SCAG), and local agency data, these acquisitions would displace an estimated 397 persons.

It is estimated that up to approximately 26 businesses would need to be acquired in order to implement the project. Using standard ratios of employees per unit of floor area by type of business, it is estimated that 1,047 employees could be displaced. In addition, an estimated 15 operating business, 6 vacant business and 33 vacant commercially zoned parcels would be subject to partial land acquisition.

The project would remove an estimated 92 commercial parking spaces, including an estimated 46 spaces from the Inland Center Mall. In addition to the mall, a few other business locations would experience losses of parking spaces, including Love's Wood Pit Barbecue and San Bernardino Dental Care.

The project would also necessitate the acquisition of the Salvation Army Hospitality House (with an estimated 8 employees) and an estimated 308,000 square feet of vacant land.

## 2. Findings

- (X) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.
- ( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- ( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

## 3. Proposed Mitigation

All Caltrans projects must comply with the provision of the *Uniform Relocation Assistance and Real Properties Acquisition Act of 1970 (Public Law 91-646)*. The provisions of this law require Caltrans to provide payments and services to persons and businesses displaced by the proposed public project. The payments that are to be provided include replacement housing payments and/or moving costs. The maximum limits for replacement housing payments are \$22,500 for owner-occupants who have owned and occupied their property for 180 days prior to the date of the first written offer to purchase, and \$5,250 for tenant-occupants of 90 days or more and owner-occupants of 90 to 179 days. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses. In addition to the replacement housing payments, there are also moving cost payments to persons, businesses, farms and non-profit organizations that may be made.

Businesses which are to be displaced, in addition to moving costs, are entitled to payment for actual direct losses of tangible personal property that the business is entitled to relocate but elects to not to move. The owner of a business may be reimbursed up to \$1,000 for actual reasonable expenses in searching for a replacement business. In lieu of the above payments, a business may elect to receive a payment equal to the annual net earnings of the business, up to a maximum of \$20,000, if it can be determined that a substantial loss in patronage would occur as a result of the relocation.

For displaced farms and non-profit organizations, actual reasonable moving expenses, actual direct losses of tangible personal property and searching costs may be reimbursed. The \$20,000 "in lieu of" payment option is also available to a displaced farm or non-profit organization.

4. With mitigation, impacts are found to be:

( ) Significant                      (X) Not significant

5. Rationale for Finding

The acquisition of private property, unless only a very small number of parcels are involved, is generally regarded as a significant effect. Applicable procedures will be followed and compensation will be provided to displaced property owners and occupants to permit relocation without undue hardship. Unless extremely unusual circumstances arise during the course of the relocation process, sufficient compensation and assistance will be made available to property owners, tenants, business owners and operators of non-profit organizations, such that the residual effects would be reduced to below the level of significance.

6. Reference

For a full discussion of acquisition and displacement impacts, see Section 4.3 of the EIS/EIR.

**B. Visual Effects**

1. Description of Significant Effects

Three types of visual effects would result from the proposed project: new structural visual elements would be introduced into the surrounding environment, soundwalls would be constructed in proximity to residential areas, and existing mature landscaping would be removed.

Since the entire freeway would be reconstructed and new ramp connections provided, there would be new visual elements introduced into the surrounding environment, particularly overcrossing structures, which could be perceived as substantially intrusive. One example, the Sixteenth Street overcrossing, is identified in the environmental document as producing such effects. The existing surroundings in the vicinity of the current Sixteenth Street overcrossing are residential and the existing structure is buffered by heavy landscaping. The reconstructed overcrossing would result in a structure of more physical prominence and the landscaped buffer would be removed. The resulting effect is considered significant.

As a result of relocated right-of-way boundaries and increased vehicular traffic, it will be necessary to provide soundwalls along various portions of the reconstructed freeway to reduce noise below acceptable threshold levels.

The presence of these new soundwalls, in some instances, will be perceived as prominent visual elements in proximity to sensitive residential areas. The walls will also be subject to graffiti.

The existing I-215 freeway has spacious medians, vertical separations between northbound and southbound directions of travel, and sloped embankments, all of which are extensively landscaped. The mature landscaping now constitutes an important visual component of the freeway. Some portions of the freeway have landscaping of sufficient density and maturity to completely obscure views of oncoming traffic. The proposed project would remove a great deal of the existing landscaping, resulting in the loss of visual buffer between the freeway and surroundings throughout the project area. Because the existing landscaping is mature and extensive, and because it provides elements of visual interest that otherwise would not exist, its loss is considered a significant adverse effect.

## 2. Findings

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.**
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

## 3. Proposed Mitigation

Final right-of-way for the project will be established to minimize the impact on surrounding areas. Geometric features (soundwalls, grade profiles, etc.) will be developed to minimize visual impact to the extent reasonable. Soundwalls using approved textures and colors will be used, and exposed slopes will be rounded and contour graded. Caltrans, in cooperation with the City of San Bernardino, will develop a master planting plan for the frontage roads and for the freeway itself. Planting removed as a result of construction will be replaced as a part of highway construction. Mature trees will be preserved and incorporated into the final planting design, where possible. Mature trees that cannot be transplanted will be replaced at a ratio of five new trees to each mature tree removed.

## 4. With mitigation, impacts are found to be:

- Significant**                       Not significant

5. Rationale for Finding:

It will not be possible to restore the level of visual buffer that is currently provided by the mature freeway landscaping, although efforts will be made to replace as much as possible. The reconstructed freeway involves new structures, including overcrossings, which will introduce new visual elements into the surrounding area despite the best efforts to soften their appearance. Soundwalls will need to be constructed in proximity to sensitive areas and neither texture, color, nor landscaping will remove the proximity element of their placement. While it is anticipated substantial improvements can be effected through careful design and landscape restoration, there will be some adverse visual effects that will remain classified as significant after mitigation.

6. Reference

For a full discussion of visual effects, see Section 4.5 of the EIS/EIR.

**C. Construction Impacts**

1. Description of Significant Effects

Potential adverse effects would occur during construction of the proposed project regarding erosion and runoff, air pollutant emissions, noise, solid wastes, utilities, visual effects, safety, traffic patterns, and affecting businesses. With the exception of air pollutant emissions and noise, these effects are not considered significant.

Estimated pollutant emissions associated with construction of the project are such that significance thresholds, established by the South Coast Air Quality Management District, would be exceeded on a daily basis for carbon monoxide, reactive hydrocarbons, nitrogen oxides and particulates. In addition, fugitive dust would be generated during site clearing and grading activities that would exceed SCAQMD significance thresholds.

Sensitive receptors could be significantly adversely affected by construction noise, with peak noise levels expected to be in the 80-90 dBA range at a distance of 75 feet from heavy equipment. The demolition and grading phases are expected to result in the highest noise levels at residences adjacent to the proposed right-of-way. Residents would experience these levels for short periods of time. Construction related noise impacts are considered short term in nature, and peak noise would occur sporadically. Average noise levels to be experienced would be less than predicted peak levels.

## 2. Findings

- (X) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.
- ( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- ( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

## 3. Proposed Mitigation

During demolition, grading and earth moving activities, fugitive dust will be controlled by regular watering, paving construction roads, or other dust preventive measures as defined in SCAQMD Rule 403. Equipment will be maintained and engines will be properly tuned.

After demolition, grading and earth moving activities, the project area will be seeded and watered until grass cover is grown. Soil binders will be spread where needed. The area will be wet down sufficiently enough to form a crust on the surface. Soakings, as necessary, will be done to maintain the crust and prevent dust disturbance. Street sweeping will be done should soil be carried over to adjacent public thoroughfares.

During construction, water trucks or sprinkler systems will be used to keep all areas where vehicles move damp enough to prevent dust from being raised during departure from the site. Areas will be wet down in the late morning and after work is completed for the day. Low sulfur fuel will be used for construction equipment. Construction activities will be phased to avoid high ozone days, and construction operations will be discontinued during second stage smog alerts.

Detailed mitigation measures for construction noise will be developed as part of the final design phase of the project. General mitigation measures to be used as guidelines include: (a) design considerations such as artificial barriers, strategically placed stationary equipment and temporary barriers; (b) scheduling multiple noisy operations concurrently; (c) construction of soundwalls for the initial stages of the construction process; (d) using alternate construction methods where possible; (e) emphasizing source reduction including noise reducing muffler systems and regular equipment maintenance to keep machinery

properly tuned; and (f) using noisier equipment during daytime hours and limiting nighttime construction to quieter activities.

4. With mitigation, the impacts are found to be:

(X) Significant                      ( ) Not significant

5. Rationale for Finding:

The South Coast Air Basin is currently a non-attainment area for several pollutants that will be produced during construction of the project. As a result, the production of additional emissions for those pollutants is considered significant, even during temporary construction periods, therefore appropriate mitigation measures will be applied to reduce these emissions as much as practicable. As a result, with mitigation, the effects of these emissions are generally regarded as being substantially reduced, but there may be some instances where the effects could still be considered significant.

It may not be possible to reduce all noise production associated with construction activity to below levels that would be considered intrusive, although it is probable that substantial reductions can be effected. In such instances, there would be residual effects of a significant nature.

6. Reference

For a discussion of construction impacts, see Section 4.15 of the EIS/EIR.

## V. STATEMENT OF OVERRIDING CONSIDERATIONS

The *Final EIS/EIR* has identified unavoidable significant impacts that would result from implementation of the proposed project. Section 15093(b) of the State CEQA Guidelines provides that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record.

Accordingly, Caltrans adopts the following Statement of Overriding Considerations. Caltrans recognizes that significant and unavoidable impacts would result from implementation of the I-215 Widening project. Having (i) adopted all feasible mitigation measures, (ii) rejected the alternatives to the project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against its significant and unavoidable effects, Caltrans hereby finds that the benefits outweigh and override the significant unavoidable effects for the reasons stated below:

1. The proposed project would improve the transportation system within the project area and at a regional level for through traffic, providing for more efficient movement of people, goods and services.
2. The proposed widening and interchange improvements would enhance operational characteristics of the freeway and improve safety for the traveling public.
3. Proposed new ramps and frontage roads to and from the freeway would result in improved accessibility to areas east and west of the freeway, a major goal of local plans, the business community and neighborhoods.
4. The proposed project would be compatible with, and in some cases would enhance, specific planning goals for land use and development within the project area.
5. The proposed project would enable peak hour traffic volumes to travel with reduced congestion and is responsive to projected traffic growth for the area.
6. Construction of the proposed project would result in over 1,100 person-years of employment and would generate nearly \$170 million in indirect economic benefits for the region.
7. The project would include the construction of noise barriers, offering noise reduction to areas presently exceeding abatement criteria.
8. The project aids in the achievement of regional and Caltrans objectives to provide expanded High Occupancy Vehicle opportunities in the region.
9. The project would assist in the pursuit of regional air quality objectives.

Table S-1 summarizes mitigation and monitoring in response to various environmental impacts and was prepared in accordance with the California Environmental Quality Act (CEQA) and Federal Highway Administration (FHWA) procedures.

CEQA Section 21081.6 requires public agencies to adopt a reporting or monitoring program for changes to the project that have been adopted to mitigate or avoid significant effects on the environment. CEQA requires this program to be adopted by the public agency at the time the findings are made regarding the project. This Mitigation Monitoring Program contains the elements required by CEQA for the I-215 Widening project.

Information for Table S-1 was taken from the EIS/EIR. Mitigation measures were assigned to one of three project phases: design, construction and operation. The assignment of mitigation measures to these phases corresponds to the time the mitigation measures would be most logically implemented rather than when the impact would occur. It is therefore possible; for example, to have an operational impact (i.e. noise) mitigated in design (i.e. soundwall).

The Mitigation Monitoring Program provides: (1) a brief description of the potential environmental effect, organized according to the subject categories presented in the environmental document, (2) a description of the proposed mitigation measure, (3) the monitoring action that would be required, (4) the party who would be responsible for implementing the mitigation measure and (5) the agencies who would be responsible for a) enforcing the mitigation and b) monitoring implementation. It is possible that more than one party may have responsibility for a particular mitigation measure. In such instances, all affected parties are shown.

The mechanisms which may be used for verifying that mitigation measures have been implemented would include design drawings prepared as part of subsequent engineering work, construction documents intended for use by project contractors and developed to provide a repository for the various forms, and reports and drawings that will be prepared during project implementation. These records will be available for inspection.

This Mitigation Monitoring Program has been developed for Alternative 3, Base Option [High Occupancy Vehicle (HOV) Option], which would construct one-way frontage roads and HOV lanes throughout most of the length of the project in both directions. See the EIS/EIR for a more detailed description of each alternative.

TABLE S-1 I-215 WIDENING BETWEEN I-10 AND SR-30 (08-SBd-215-4 / 10.1) MITIGATION MONITORING PROGRAM				
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE	ENFORCEMENT AGENCY MONITORING AGENCY
	<b>Land Use</b>			
Complete and partial property Takings of residential and commercial Land uses.	Standard relocation assistance to be provided. (Construction)	Relocation documents.	Caltrans Right-of-Way Division	a. Caltrans b. City of San Bernardino
Displacement of the Salvation Army Hospitality House Potential for unassembled and Remnant properties subsequent to Construction.	Standard relocation assistance to be provided. (Construction) Maintain integrity of land use district in placing Cut-de-sac streets and connecting roads. (Design) Utilize buildable remnant parcels for relocation of Displaced businesses or residences within each Respective land use district, if possible. (Design)	Relocation documents. Final design drawings; Reports to City of San Bernardino	Caltrans Right-of-Way Division Caltrans design staff	a. Caltrans b. City of San Bernardino
	<b>Social Impacts</b>			
Some existing land uses adjacent to The project to be displaced. Some Portions of the project study area Would experience removal of substantial portions of immediately adjacent residential areas.	Standard relocation assistance to be provided. (Construction)	Relocation documents.	Caltrans Right-of-Way Division	a. Caltrans b. Property Owners
Displacement of the Salvation Army Hospitality House.	Standard relocation assistance to be provided. (Construction)	Relocation documents.	Caltrans Right-of-Way Division	a. Caltrans b. City of San Bernardino

TABLES-1 (continued) I-215 WIDENING BETWEEN I-10 AND SR-30 (08-SBd-216-4/1/10.1) MITIGATION MONITORING PROGRAM			
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE
		c. ENFORCEMENT AGENCY	d. MONITORING AGENCY
Relocations/Property Acquisitions			
Required residential property Acquisitions may number up to approximately 71 single family dwellings and 66 multi-family dwellings. An estimated 397 persons would require relocation.	Standard relocation assistance to be provided to property owners and tenants. (Construction)	Relocation documents.	Caltrans Right-of-Way Division
Required commercial property acquisitions may number up to approximately 25 businesses, with an estimated 1,007 employees. Partial acquisition from up to approximately 16 operating business, 6 vacant business, and about 33 vacant parcels is anticipated.	Standard relocation assistance to be provided to business owners and operators. (Construction)	Relocation documents.	Caltrans Right-of-Way Division
Commercial parking spaces to be removed by the project number as follows: Inland Center Mall, 45; Love's Wood Pit Barbecue, 10; San Bernardino Dental Care, 10.	Planned expansion of the Inland Center Mall should provide adequate replacement parking. Coordination with Mail owners to be conducted to ensure provision of replacement parking, (Design) including possible parking in the area of the existing Inland Center Dr. / I-15 Interchange SE loop ramp.  Reconfigure remaining parking spaces in existing lots to maximize number of available spaces. Consider shared spaces between adjacent properties where practical. Provide code variances where appropriate. (Design)  Construct replacement parking where no other options are available. (Construction)	Plan submission by Inland Center Mall to City of San Bernardino; Final design drawings.  Final design drawings; agreements involving property owners & businesses.  Final design drawings; relocation documents.	<p>c. Caltrans City of San Bernardino; Mail Operator</p> <p>a. Caltrans; City of San Bernardino b. City of San Bernardino</p> <p>a. Caltrans b. Property owners</p>

TABLE S-1 (continued) I-215 WIDENING BETWEEN I-10 AND SR-30 (08-SBd-215-4-1/10.1) MITIGATION MONITORING PROGRAM			
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE
			e. ENFORCEMENT AGENCY f. MONITORING AGENCY
Economic Impacts			
Estimated loss of annual property taxes in the following amounts: residential properties, \$25,000; commercial properties, \$148,000 vacant parcels, \$2,000.	Mitigation not required for revenue losses, due to insubstantial or even no impact, such as transient occupancy loss offset due to visitors using any number of other vacant motel rooms in city.	Not applicable.	Not applicable.
Minor or no annual losses of sales tax and business license revenues.	Businesses and employees to be relocated to receive relocation benefits. (Construction) Remnant parcels to be used for relocation purposes, if practicable. (Design)	Relocation documents.	a. Caltrans b. Property owners
Estimated annual loss of \$43,000 in transient occupancy tax revenues.		Final design drawings; relocation documents.	a. Caltrans b. City of San Bernardino
Visual Effects			
Entire freeway to be reconstructed, resulting in: (a) new freeway cross section, (b) new or reconstructed overcrossings and ramps, and (c) new continuous frontage roads.	Final RW to be established so as to minimize impacts on surrounding areas. (Design) Property acquisitions to be minimized to reduce the number of sensitive areas impacted. (Construction) Geometric features, soundwalls and grade profiles to be designed to minimize visual impacts, through techniques such as texture, color, and rounding or contouring graded slopes. (Design)	Final design drawings.	a. Caltrans b. Caltrans

TABLES-1 (continued) I-215 WIDENING BETWEEN I-10 AND SR-30 (08-SBd-215-4, 1/10.1) MITIGATION MONITORING PROGRAM				
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE	ENFORCEMENT AGENCY MONITORING AGENCY
Soundwalls required for noise attenuation purposes result in new visual elements. Walls range in height from 2.4 to 4.9 meters (8-16 feet); max. length of soundwalls would be approximately 5,500 meters (18,000 feet), much less due to Reasonableness and Feasibility analysis.	Geometric features, soundwalls and grade profiles to be designed to minimize visual impacts, through techniques such as district approved texture, color, and rounding or contouring graded slopes. (Design)	Final design drawings.	Caltrans design staff	a. Caltrans b. Caltrans
Mature landscaping to be removed from entire freeway corridor, resulting in new freeway view exposure to residences, loss of visual buffer, and loss of elements of former visual interest.	Master planting plan to be developed. All planting to conform to Caltrans policy and design standards. Planting removed by construction to be replaced. Mature trees to be preserved, where possible. Mature trees not able to be transplanted are to be replaced at a ratio of 5:1 seedlings. Existing planting not subject to removal to be protected in place. (Design, Construction)	Final design drawings; construction documents; construction field inspections.	Caltrans design staff; Caltrans construction managers & field inspectors	a. Caltrans c. Caltrans
Air Quality				
No adverse effects. Expected improvements in CO levels, as compared with No Build.	None required.	Not applicable.	Not applicable.	Not applicable.
Noise				
Increased noise levels at a majority of adjacent residences, in excess of FHWA abatement criteria.	Soundwall construction to reduce residual noise levels below abatement criteria. (Design)	Final design drawings.	Caltrans design staff	a. Caltrans b. Caltrans

TABLES-1 (Continued) I-215 WIDENING BETWEEN 10 AND SR-30 (08-SBG-215-4.1/10.1) MITIGATION MONITORING PROGRAM			
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE
			i. ENFORCEMENT AGENCY j. MONITORING AGENCY
Geotechnical Considerations			
Above ground structures subject to shaking from seismic events.	Standard seismic design provisions and special design features, including: (1) use of hinge restraints to hold together superstructure elements, (2) use of heavy keys to limit movement between superstructures and abutments, & (3) use of reinforced column sections. (Design)	Final design drawings.	a. Caltrans c. Caltrans
Potential for liquefaction in some areas.	Use of engineering measures such as: (1) densification of loose soil by excavation & recompaction, (2) use of piles beneath structures, & (3) use of tensile reinforcement in embankments. (Design; Construction)	Final design drawings; construction documents; construction field inspections.	a. Caltrans b. Caltrans
Soils in project area susceptible to erosion.	Limit cut slopes to less than 9 meters (30 feet). Maximum slopes to be 2:1. Use stabilizing ground cover, geogrids, concrete surfacing or other surfacing methods, as appropriate. (Construction)	Construction documents; construction field inspections.	a. Caltrans b. Caltrans
Shallow ground water, potential for artesian conditions in portions of the project area.	Subsurface drainage facilities where necessary; design considerations as needed for pavement drainage, utility installation, retaining walls & other structures; standard drainage design features. (Design)	Final design drawings.	a. Caltrans b. Caltrans
Water Quality			
Minor effects expected, largely during construction. Changes in localized drainage patterns.	Compliance with applicable laws and regulations regarding drainage and erosion control; possible need to obtain RWQCB permits. (Construction)	Construction documents & field inspections.	a. Caltrans b. Caltrans

TABLE S-1 (continued) I-215 WIDENING BETWEEN I-10 AND SR-30 (08-SBD-215-4-1/10.1) MITIGATION MONITORING PROGRAM				
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE	ENFORCEMENT AGENCY MONITORING AGENCY
Wildlife and Vegetation				
No effects on threatened or endangered plant or animal species are anticipated.	None required.	Not applicable.	Not applicable.	Not applicable.
Small, insubstantial, portions of native vegetation located just north of Orange Show Road and in the areas of the East and West Basin wetlands would be removed.	Where practical and appropriate, native vegetation should be used south of Inland Center Drive. In areas adjacent to wetlands, use of native vegetation is more strongly advised.	Final design drawings; construction documents; construction field inspections.	Caltrans design staff; Caltrans construction field inspectors.	a. Caltrans b. Caltrans
Wetlands and Floodplains				
No impacts to the Santa Ana River wetland or the East Basin wetland are anticipated. Impacts to the West Basin wetland would be confined to the disturbance (possible fill) of 0.012 hectares (0.03 acres) of riparian area.	Where practical and appropriate, native vegetation should be used south of Inland Center Drive. In areas adjacent to wetlands, use of native vegetation is more strongly advised.	Correspondence with C.O.E. Final design drawings; construction documents; construction field inspections.	Caltrans environmental staff Caltrans design staff; Caltrans construction managers & field inspectors.	a. U. S. Army Corps of Engineers; U.S. Fish & Wildlife; Caltrans b. Caltrans
No adverse effects on floodplains are anticipated, other than minor increases in runoff.	Standard design considerations to minimize runoff. (Design)	Final design drawings.	Caltrans design staff	a. Caltrans b. Caltrans

TABLE S-1 (continued) I-215 WIDENING BETWEEN 10 AND SR-30 (08-SBd-215-4.110.1) MITIGATION MONITORING PROGRAM			
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE
			m. ENFORCEMENT AGENCY n. MONITORING AGENCY
Several properties within and adjacent to the project right-of-way are known or are suspected to have hazardous waste. Several groundwater contamination plumes are located in the vicinity of the project. Buried asbestos containing materials (ACMs) are located on several parcels adjacent to the freeway.	<p>Hazardous Waste</p> <p>Coord. with Santa Ana Regional Water Quality Control Board (RWQB) and San Bernardino (SBd) Dept. of Environ. Health Services (SBEHS) regarding ongoing investigations of the Santa Fe plume. U.S. Environ. Protection Agency (EPA), City of SBd Municipal Water Department (SBMWD), CalEPA, CA Dept. of Health Services (DoHS), and possibly RWQB and SBEHS must be contacted regarding the Muscoy plume of the Newmark Superfund Site. Air Quality Management District (AQMD), CA Dept. of Toxic Substances Control (DTCS) and possibly SBEHS must be contacted regarding buried ACMs.</p> <p>Coordination with SBDEHS regarding removal of underground storage tanks. (Construction)</p> <p>Follow-up site inspections of excavated material for possible contamination. (Construction)</p> <p>Groundwater encountered during construction to be tested for possible contamination. (Construction)</p> <p>Caltrans policy on asbestos removal to be followed. (Construction)</p>	<p>Correspondence with identified agencies.</p> <p>Same as above.</p> <p>Field inspections.</p> <p>Field testing.</p>	<p>Caltrans design &amp; construction staff</p>
No adverse effects are anticipated.	None required.	Not applicable.	Not applicable.
The Toprician Apartments property is eligible for inclusion in the Natural Register of Historic Places and must be avoided.	<p>Energy</p> <p>Historic and Archaeological Resources</p> <p>R/W acquisition must not include the Toprician Apartments property. If necessary, retaining walls or other such structures may be used at the right-way line to avoid a need for encroachment.</p>	<p>Final design drawings.</p>	<p>Caltrans design staff.</p>



TABLE S-1 (continued) I-215 WIDENING BETWEEN I-10 AND SR-30 (08-SB0-215-4.1/10.1) MITIGATION MONITORING PROGRAM					
POTENTIAL ENVIRONMENTAL IMPACTS	MITIGATION (IMPLEMENTATION PHASE)	MONITORING ACTION	PARTY RESPONSIBLE FOR IMPLEMENTING MITIGATION MEASURE	ENFORCEMENT AGENCY	MONITORING AGENCY
Potential for accidents involving motorists and pedestrians.	Follow procedures as outlined in the Manual of Traffic Control for Construction and Maintenance Work Zones. Develop and implement a traffic control plan. Provide signage and lighting to warn of approaching construction zones. Conduct heaviest construction activities during periods of low traffic volume. Maintain coordination with local agencies and provide media announcements of construction activities. (Construction) Same as above. (Construction)	Periodic construction reviews and feedback from the public.	Caltrans construction managers	a. Caltrans b. Caltrans, City of San Bernardino	
Short term travel inconveniences for freeway users and local circulation. Restrictions in access to businesses, including detours and street closures.	Traffic management techniques discussed above. Continued coordination with the business community. Appropriate use of detours and signage noting alternate routes. (Construction)	Same as above.	Same as above.	Same as above.	
		Periodic construction reviews and feedback from businesses.	Caltrans construction managers	a. Caltrans b. Local businesses	