

Chapter 3

Summary Tables

This chapter contains the two summary tables from the draft EIR. Table S-1 summarizes the environmental impacts associated with the proposed project and the proposed mitigation measures described in the project's 2007 Initial Study for all environmental topics with the exception of noise, air quality, biological resources, and visual resources. Table S-2 summarizes the project's impacts and mitigation measures for noise, air quality, biological resources, and visual resources. These tables are the same ones that appeared in the draft EIR except that the impacts and mitigation measures from the initial study have been numbered in Table S-1 to facilitate easy identification of them in the Findings of Fact for this project. The impact and mitigation measure numbers are underlined to indicate added text. No other changes to the project impacts and mitigation measures were needed to respond to comments received during the draft EIR public review period (See footnote "a" of Table S-1 for an explanation of changes that have been made to the mitigation measures.).

The following revision also needs to be made to the third bullet on page S-2 of the draft EIR. This revision corrects an incorrect measurement that was provided in the text. The location of the sound barrier described in this bullet has not been altered from what is shown in the figures in the draft EIR:

- on the south side of SR 32 from approximately 800 ~~2,200~~ feet west of Forest Avenue to Forest Avenue.

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)^a

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
Cultural Resources				
Cause a substantial adverse change in the significance of a historical or archeological resource as defined in Public Resources Code Section 15064.5.	<u>Impact CR-1:</u> No adverse changes to known historic resources within the project area. Potential for adverse effect to potentially significant but as of yet unidentified cultural/historical resources through excavation and earthmoving activities associated with the proposed project (Significant—Less than significant)	<u>Mitigation Measure CR-1a:</u> If buried resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City, Caltrans and other appropriate agencies. Further mitigation and/or construction shall be consistent with the recommendations of the archaeologist. Any cultural resources found during construction will be recorded or described in a professional report and submitted to the Northeast Information Center at CSU Chico. The City will be responsible for preparing the report. <u>Mitigation Measure CR-1b:</u> If human remains are discovered during project construction, the contractor shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it shall be necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of Native American Heritage Commission (NAHC) (Public Resource Code, Section 5097). The coroner shall contact Native	Same impact and mitigation measures as proposed project	No project-related impact

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		American Heritage Commission. The descendants or most likely descendants of the deceased shall be contacted. Work shall not resume until the descendants have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resource Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant fails to make a recommendation. If human remains are found, the City and Caltrans will work with the NAHC as described on the NAHC web page regarding the treatment of human remains: http://nahc.ca.gov/profguide.html .		
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	No direct or indirect impacts to unique paleontological resources or sites or unique geologic features (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Disturb any human remains including those interred outside of formal cemeteries.	<u>Impact CR-2:</u> Potential to disturb as of yet unidentified human remains, including those interred outside of formal cemeteries (Significant—Less than significant)	<u>Mitigation Measure CR-1b:</u> If human remains are discovered during project construction, the contractor shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated.	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)^a

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
Geology and Soils				
Expose people or structures to potential adverse effects involving seismic-related liquefaction.	<u>Impact GS-1:</u> Potential for saturated alluvial soils in the vicinity of Dead Horse Slough to become subject to moderate liquefaction risk during seismic events (Significant—Less than significant)	<u>Mitigation Measure GS-1:</u> The project will be designed to conform to the conclusions and recommendations of the final foundation investigation as it related to the design and construction of Dead Horse Slough bridge.	Same impact and mitigation measures as proposed project	No project-related impact
Expose people or structures to potential adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable and potentially result in subsidence or be liquefaction; or be located on expansive soils.	<u>Impact GS-2:</u> Potential to expose people or structures to risks of loss, injury, or death related to earthquakes, seismic ground shaking, seismic-related ground failure, landslides, or expansive soils or to result in substantial soil erosion (Significant—Less than significant)	<u>Mitigation Measure GS-2a:</u> The project will be designed to conform to the conclusions and recommendations of the final geotechnical report as they relate to structural sections, earthwork, sound walls and drainage to mitigate potential geologic and soil constraints. <u>Mitigation Measure GS-2b:</u> The contractor shall submit and obtain approval of an erosion control plan from the City of Chico. The erosion control plan will be designed to limit the effects of soil erosion and water degradation during construction. This plan will be prepared in accordance with City requirements. Construction plans and specifications for all elements of the project shall include provisions for erosion control in the event of non-seasonal or early seasonal rainfall during construction, as well as for disturbed area that remain unvegetated during the rainy season. In addition, rainy season control measures shall be in place and operational before October 15 th of each year.	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)^a

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
Hazards and Hazardous Materials				
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 create a significant hazard to the public or the environment.	<u>Impact HAZ-1</u> : Potential for construction workers to be exposed to hazardous materials in the area of South Fork Dead Horse Slough within at least 100 feet to the south of SR 32 and on the east side of Bruce Road within 400 feet south of SR 32 (Significant—Less than significant)	<u>Mitigation Measure HAZ-1a</u> : A focused site characterization report will be prepared and submitted to Regional Board describing sampling and analysis activities within the SR 32 right-of-way along the South Branch Dead Horse Slough. Based on the findings of this report, a remedial design and implementation plan will be prepared and submitted to the Regional Board. Any soil found to contain hazardous material concentrations above any federal or state remediation action levels would be classified in accordance with Title 22 of the California Code of Regulations, and removed to a suitable off-site facility. Excavation activities would be conducted in accordance with the approval from Regional Board, the Streambed Alteration Agreement from DFG, and an Authority to Construct permit from the Butte County Air Quality Management District (BCAQMD). If testing indicates that the concentrations are below regulatory action levels, the soil may be used on-site or disposed of at a Class II or Class III landfill. <u>Mitigation Measure HAZ-1b</u> : The contractor will develop and implement a spill prevention and control program to minimize the potential for, and effects from spills of hazardous, toxic or petroleum substances during construction of the project. The program would be a component of the Storm Water Pollution Prevention Plan. If a spill is reportable under federal, state, or local regulations, the contractor will notify the City of Chico, Butte County Environmental Health and California Department of Toxic Substances Control, which has spill response and cleanup ordinances to govern emergency spill response.	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)^a

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		<u>Mitigation Measure HAZ-1c:</u> A written description of reportable releases will be submitted to the Regional Water Quality Control Board (RWQCB). This submittal would include a description of the release, including the type of material and an estimate of the amount spilled; the date of the release; an explanation of why the spill occurred; and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form		
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.	<u>Impact HAZ-2:</u> Potential exposure of hazardous material present in the yellow traffic striping during project construction (Significant—Less than significant)	<u>Mitigation Measure HAZ-2:</u> Yellow traffic striping will be removed and disposed of in a manner consistent with the handling of solids containing hazardous levels of metals	Same impact and mitigation measures as proposed project	No project-related impact
	<u>Impact HAZ-3:</u> No potential exposure of construction workers to soils containing hazardous levels of aerially deposited lead based on the 2006 aerially deposited lead study conducted along project alignment. Study included 160 samples that were tested for total lead concentration, soluble lead, and pH. The four highest total lead samples were analyzed using the toxicity characteristic leaching procedure. Based on this assessment, the soil to be excavated can be classified as non-hazardous and can be reused or disposed of without restriction with respect to lead. (Less than significant—Less than significant)	None required	Same impact and mitigation measures as proposed project	No project-related impact

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
Hydrology and Water Quality				
Violate any water quality standards or waste discharge requirements.	<u>Impact HWQ-1:</u> Increase in impervious surfaces contributing to additional water runoff and the potential to violate discharge requirements (Significant—Less than significant)	<u>Mitigation Measure HWQ-1a:</u> The project will be designed to conform to the conclusions and recommendations of the Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report. <u>Mitigation Measure HWQ-1b:</u> The contractor will avoid and minimize potential construction-related water quality impacts through compliance with the Regional Board by preparing and submitting the following water quality permits and plans. ■ Enrollment into the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit by submission of a Notice of Intent. ■ Preparation of a Storm Water Pollution Prevention Plan (SWPPP) for minimizing and avoiding impacts to water quality during construction activities. <u>Mitigation Measure HWQ-1c:</u> The contractor will be responsible for understanding and following the guidelines set forth in the Caltrans Storm Water Quality Handbook, Construction Best Management Practices (BMPs) Manual, March 2003 or latest edition. Measures consistent with the current Caltrans Construction Site BMPs Manual, including the SWPPP and Water Pollution Control Program (WPCP) Manuals, will be implemented to minimize effects to listed species during construction <u>include an integrated approach that addresses the stormwater quality activities of various functional units, including construction.</u>	Same impact and mitigation measures as proposed project	No project-related impact

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		<p><u>Mitigation Measure HWQ-1d:</u> The contractor will prepare a site-specific SWPPP for the project to protect receiving waters from pollution. The SWPPP will include standard sediment and erosion control measures which will include limiting soil disturbances during the winter rainfall season. Given the site-specific conditions of the project area, the SWPPP for this project will generally include limiting soil disturbances during the winter rainfall season of October 15 through April 15 and fully stabilizing disturbed areas prior to December 1. Standard sediment erosion control measures, such as silt fencing, straw bale barriers, sediment traps, or other measures could also directly reduce the offsite transport of sediment from disturbed slopes. Existing vegetation that can be preserved will be identified and flagged or fenced to avoid disturbance. Erosion in disturbed areas will be controlled through the use of grading operations that eliminate direct routes for conveying runoff to drainage channels and use of soil stabilization BMPs, such as mulching, erosion control fabrics, and/or reseeding with grass or other plants where necessary. Standard staging area practices for sediment tracking reduction also will be identified where necessary including vehicle washing and street sweeping. Temporary concentrated flow conveyance systems also will be considered, such as berms, ditches, and outlet flow-velocity dissipation devices to reduce erosion from newly disturbed slopes.</p> <p>The contractor will regularly inspect and maintain the BMPs in good working order.</p>		

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		<u>Mitigation Measure HWQ-1e:</u> The City will incorporate permanent post-construction BMPs in the project design to avoid or minimize long-term water quality impacts, pursuant to the NPDES storm water permit. Appropriate BMPs for the project site could include stabilization measures such as preservation of existing vegetation, concentrated flow conveyance systems (ditches, berms, drains, flared culvert end sections, outlet protection, and flow-velocity dissipation), and slope roughening or terracing for new cut-and-fill slopes as deemed necessary by the project engineer. Slope protection measures will be implemented to control erosion such as reducing the length of disturbed slopes, reducing the gradient of slopes, and preventing concentrated flow over slope soils. The City will be responsible for long-term inspection and maintenance of the permanent BMPs to ensure that they are maintained in good working order.		
Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.	<u>Impact HWQ-2:</u> Potential to increase likelihood of flooding following project construction (Significant—Less Than Significant)	All above listed mitigation measures specified under “Hydrology and Water Quality”	Same impact and mitigation measures as proposed project	No project-related impact

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Significance Threshold A project impact is considered significant if it has the potential to:	Impact^b	Mitigation Measures		
Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site.	<u>Impact HWQ-3:</u> Potential to create or contribute to water runoff in exceedance of existing stormwater drain capacity or otherwise degrade water quality; bridge to be constructed during summer months when the channel is dry. In the unlikely event that there is water in the channel when construction occurs, dewatering would be required when the concrete is poured for the piles. (Significant—Less than significant)	All above listed mitigation measures specified under “Hydrology and Water Quality”	Same impact and mitigation measures as proposed project	No project-related impact
Land Use and Planning				
Be inconsistent with General Plan or Specific Plan policies or zoning regulations.	<u>Impact LU-1:</u> Consistent with existing City of Chico General Plan which identifies the project extent of SR 32 as a four-lane major arterial (Less than significant)	None required	Same impact and mitigation measures as proposed project	Inconsistent with City of Chico General Plan
Result in substantial conflict with the established character, aesthetics or functioning of the surrounding community.	Potential for conflict with established character and aesthetics of the surrounding neighborhood (see Chapter 6, “Visual Resources”)	See Chapter 6, “Visual Resources”	See Chapter 6, “Visual Resources”	No project-related impact
Open Space and Recreation				
Affect land preserved under an open space contract or easement or an existing or potential community recreation area.	No effect on land preserved under an open space contract or an existing or potential community recreation area or park (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
Population and Housing				
Induce substantial population growth in an area either directly or indirectly.	Project is intended to provide additional capacity needed as result of approved and planned development on and near SR 32 between SR 99 and Yosemite Drive. No installation or extension of utilities outside of the SR 32 right-of-way, and therefore, no project-related inducement of unplanned population growth. No displacement of existing housing units or creation of the need for new housing in the future (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Public Services				
Affect fire protection, police protection, maintenance of public facilities, or other government services.	<u>Impact PS-1:</u> Temporary impacts to emergency services such as fire protection, police protection, schools, and other government services during project construction due to construction-related delays (Significant—Less than significant)	<u>Mitigation Measure PS-1a:</u> The contractor will prepare and implement a coordinated Transportation Management Plan (TMP) for the project that addresses local and Caltrans concerns. The TMP shall be submitted to the City, Caltrans, <u>Butte Regional Transit</u> , <u>California Highway Patrol</u> , and Chico Unified School District 30 days prior to commencement of construction. The TMP shall be consistent with City and Caltrans policies and procedures. ■ The local aspect of the TMP will identify the locations of any temporary detours and signage to facilitate local traffic patterns and through-traffic requirements. ■ The Caltrans aspect of the TMP will identify TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and	Same impact and mitigation measures as proposed project	No project-related impact

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		<p>maintaining traffic. Most of the construction along State Route 32 will take place behind temporary K-railing with traffic attenuators placed as necessary. the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator.</p> <ul style="list-style-type: none"> ■ <u>The TMP will include measures to facilitate coordination with Butte Regional Transit to ensure that B-line bus routes are not adversely affected during project construction.</u> ■ <u>The TMP will include measures to facilitate coordination with the California Highway Patrol to ensure that operations out of its office at 995 Fir Street will not be adversely affected during project construction.</u> <p><u>Mitigation Measure PS-1b:</u> The contractor will provide 10 days notice to emergency service providers (i.e., law enforcement, fire protection, and ambulance service, and the California Highway Patrol), Butte Regional Transit, and the Chico Unified School District of any construction activity that would hinder emergency vehicle response time, <u>bus travel routes</u>, or access to or from the school.</p> <p><u>Mitigation Measure PS-1c:</u> The contractor will provide 10 days notice to residents, businesses and the school to minimize construction conflicts. Construction activities will be coordinated to avoid blocking or limiting access to homes, business, and properties to the maximum extent possible. Residents and businesses will be advised about potential access or parking effects before construction activities begin.</p>		

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		<p><u>Mitigation Measure PS-1d:</u> The contractor shall provide a parking plan to that identifies sites at which accommodate construction equipment storage/staging and parking for construction workers can occur at the same locations. For each construction phase, the parking plan will identify sites for construction staging/equipment/worker parking to avoid effects on local residents and businesses.</p> <p><u>Mitigation Measure PS-1e:</u> The contractor will also include measures in the TMP to ensure provision of safe travel for pedestrians and bicyclists during construction. The TMP will also ensure that all affected roadway facilities remain compliant with the American Disabilities Act during construction.</p>		
Affect fire protection, police protection, maintenance of public facilities, or other government services.	<p><u>Impact PS-2:</u> No impacts on emergency response related to changing Fir Street from a two-way to a one-way northbound-only street based on input from the City of Chico Police Department and the California Highway Patrol (Less than significant)</p>	None required	Same impact and mitigation measures as proposed project	No project-related impact
Transportation and Circulation Factors				
Affect traffic volumes which exceed established LOS standards on roadway segments or at intersections, or which do not meet applicable General Plan standards.	<p><u>Impact T-1:</u> Short-term construction-related impacts (Significant—Less than significant)</p>	<p><u>Mitigation Measure T-1:</u> The contractor shall prepare a Transportation Management Plan (TMP) for the project. Consistent with Caltrans policy and procedures, the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and</p>	Same impact and mitigation measures as proposed project	No project-related impact

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
		maintaining traffic. Most of the construction will take place behind temporary K-railing with traffic attenuators placed as necessary		
Affect traffic volumes which exceed established LOS standards on roadway segments or at intersections, or which do not meet applicable General Plan standards.	<u>Impact T-2:</u> All evaluated intersections would have levels of service (LOS) C or better in 2010 and LOS D or better in 2030 thereby achieving the City of Chico's minimum LOS D for intersections (Less than significant)	None required	Same impact and mitigation measures as proposed project	Unacceptable levels of service at a number of intersections in 2010 (see Table 16 in the project Initial Study contained in Appendix A) and 2030 (see Table 17 in the project IS)
Result in the absence of bikeway facilities in the general locations identified in the applicable General Plan or Chico Urban Area Bicycle Plan; be inconsistent with applicable policies or design requirements and safety standards; or be inconsistent with travel characteristics which are not consistent with standards in the Butte County Congestion Management Plan, or other General Plan Transportation Systems Management policies.	<u>Impact T-3:</u> Project consistent with the City of Chico General Plan including policies related to Transportation System Management, Chico Urban Area Bicycle Plan, and the Butte County Congestion Management Plan (Less than significant)	None required	Same impact and mitigation measures as proposed project	Inconsistent with City of Chico General Plan

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Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2) ^c	No-Project Alternative ^c
Significance Threshold A project impact is considered significant if it has the potential to:	Impact ^b	Mitigation Measures		
Utilities and Service Systems				
Affect or result in the need for new systems or substantial alterations to facilities related to water for domestic uses; fire protection; natural gas, electricity, telephone, or other communications; or storm drainage.	<u>Impact U-1:</u> Potential impacts to utility lines that cross SR 32 including water and wastewater pipes, electrical lines and a Western Area Power Administration 230 kV transmission line just east of the Yosemite Drive intersection (Significant—Less than significant)	<u>Mitigation Measure U-1:</u> During project construction, construction of utility crossings at intersections along SR 32 will be constructed on an as-needed basis for various utilities (such as water, wastewater, drainage, electrical, communications, telephone, gas, etc.), as determined to be needed in coordination with the various service providers. These utility crossings would “stub out” within the project limits on the north and south sides of SR 32.	Same impact and mitigation measures as proposed project	No project-related impact
Affect or result in the need for new systems or substantial alterations to facilities related to water for domestic uses; fire protection; natural gas, electricity, telephone, or other communications; or storm drainage.	<u>Impact U-2:</u> Minor impacts to existing drainage system with post-project roadway drainage sheet flowing to adjacent roadside ditches. Drainage improvements will be constructed in the vicinity of Forest Avenue, El Monte Avenue, and Bruce Road connecting the existing roadside drainage system Dead Horse Slough. (Less than significant)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Affect or result in the need for new systems or substantial alterations to facilities related to water for domestic uses; fire protection; natural gas, electricity, telephone, or other communications; or storm drainage.	<u>Impact U-3:</u> Avoid necessity of requiring new entitlements for water supplies and services, new landfill services, and complying with federal, state, and local statutes and other solid waste regulations (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact

^a This table does not include the impacts and mitigation measures related to aesthetics, air quality, biological resources, or noise since these topics are covered in this EIR. Mitigation measures that show omitted and added text were included in the project Initial Study and have been clarified in this table.

^b Significance conclusions based on the identified significance thresholds: (Significance conclusion before mitigation—significance conclusion after mitigation)

^c The project IS does not include analysis of these alternatives. The impacts associated with these alternatives were determined based on comparing the project impacts, as identified in the IS, with the characteristics of the alternatives.

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Noise									
Impact NZ-1: Exposure of Noise Sensitive Land Uses to Increased Traffic Noise (Less than Significant—Less than Significant)	None required	2030 with project noise levels meets City noise standards and results in less than cumulatively considerable noise impacts	Same as Option A1	Same as Option A1	Reduces noise levels by as much as 4 dB (nearly imperceptible)	6-foot barrier: Reduces 2030 with project noise levels by 1–2 dB as compared with having no barrier at this location 8-foot barrier: Reduces 2030 with project noise levels by 1–5 dB as compared with having no barrier at this location	6-foot barrier: Reduces 2030 with project noise levels by 4–7 dB as compared with having no barrier at this location 8-foot barrier: Reduces 2030 with project noise levels by 6–9 dB as compared with having no barrier at this location	Same as proposed project	No project-related noise impacts; 2030 noise levels without project would be 2–4 dB higher than under existing conditions
Impact NZ-2: Exposure of Noise Sensitive Land Uses to Construction Noise (Potentially Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure NZ-2a: Employ Noise-Reduction Construction Measures <ul style="list-style-type: none">Noise shall not exceed, at any point outside of the property plane, 70 dBA between the hours of 7:00 a.m. and 9:00 p.m. or 60 dBA between the hours of 9:00 p.m. and 7:00 a.m. on any residential property. Where construction is required during nighttime hours, construction activity shall be staged so that it does not occur over an extended period of time (i.e., more than 14 days at a time).Noise due to construction is exempt from the City’s noise ordinance, provided that construction occurs between the hours of 7:00 a.m. and 9:00 p.m., Monday through Saturday, and between 10:00 a.m. and 6:00 p.m., Sundays and holidays, and does not exceed 83 dBA 7.6 meters (25 feet) from the source or 86 dBA at any point outside of the property plane of the project.See other specific measures identified in Chapter 3, “Noise”	Noise impacts during construction would be short-term and intermittent and would comply with Caltrans specifications; there may be instances in which construction activity could be in excess of City’s construction noise limits without mitigation	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
		Air Quality							
Impact AIR-1: PM10 Dust Impacts Would Exceed BCAQMD’s Significance Threshold (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure AIR-1a: Implement Measures from Butte County Air Quality Management District’s (BCAQMD) CEQA Air Quality Handbook	Reactive organic gases (ROG) and nitrogen oxides (NO _x) emissions would exceed BCAQMD’s Level B (potentially significant impact) threshold, but would be less than Level C (significant impact) threshold; PM10 emissions would exceed Level C threshold	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts
Impact AIR-2: No Emissions of Naturally Occurring Asbestos (NOA) (Less than Significant—Less than Significant)	None required	NOA is not expected to occur in project area	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts
Impact AIR-3: Release of Asbestos during Demolition (Less than Significant—Less than Significant)	None required	Project Initial Site Assessment indicates that no asbestos- containing materials observed on Dead Horse Slough Diversion Channel Bridge	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts
Impact AIR-4: Increase in NO _x , PM10, and CO Emissions; No Change in Reactive Organic Gases (ROG) (Less than Significant—Less than Significant)	None required	2010 and 2030 with project emissions would be less than BCAQMD’s significance thresholds	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	2010 without project ROG emissions similar to with project and slightly higher for NO _x and CO, as compared to with project; 2030 without project slightly higher for all three pollutants as compared to with project

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Impact AIR-5: Increase in Carbon Monoxide (CO) Concentrations (Less than Significant—Less than Significant)	None required	CO emissions less than ambient standards	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Since SR 32 would be slightly closer to sensitive receptors, slightly higher CO concentrations for receptors north of each intersection and slight decrease for receptors south of SR 32	2010 and 2030 without project CO emissions less than ambient standards
Impact AIR- 6: Increase in Mobile Source Air Toxic (MSAT) Emissions (Less than Significant—Less than Significant)	None required	Based on federal criteria, low potential for significant MSAT effects	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	Since lower VMT for 2010 and 2030 without project, lower MSAT emissions as compared to proposed project
Impact AIR-7: Increase in PM10/PM2.5 Hot Spots (Less than Significant—Less than Significant)	None required	Based on federal criteria, project is not a Project of Air Quality Concern relative to PM10/2.5	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	Since lower VMT for 2010 and 2030 without project, lower PM10//2.5 emissions as compared to proposed project
Impact AIR-8: Increase in GHG Emissions (Less than Significant—Less than Significant)	None required	Reduction in carbon dioxide emissions in 2030 as compared to 2030 without project	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	In 2010, slightly lower greenhouse gas emissions as compared to with project condition; in 2030, minor increase in GHG emissions as compared to no-project
Impact AIR-9: Project Meets Regional and Project-Specific Conformity Requirements (Less than Significant—Less than Significant)	None required	Project is in a conforming plan	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	Not applicable

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Biological Resources									
Impact BIO-1: Loss of Riparian Vegetation and Wetland (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-1b: Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone Mitigation Measure BIO-1c: Retain a Biological Monitor Mitigation Measure BIO-1d: Minimize Loss of Trees Mitigation Measure BIO-1e: Compensate for Loss of Riparian Habitat	Direct impacts on 0.202 acre of wetland riparian habitat due to roadway and bridge widening	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	No project-related impact
Impact BIO-2: Loss of Fresh Emergent Wetland (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-2a: Compensate for Loss of Fresh Emergent Wetland	Direct loss of 0.011 acre of fresh emergent wetland in South Fork Dead Horse Slough due to roadway widening and extension or replacement of bridge culvert	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-3: Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-3a: Compensate for Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland	Direct loss of 0.265 acre and indirect impacts on 0.906 acre of vernal pool, vernal swale, and seasonal wetland habitat due to widening of SR 32 east of El Monte Avenue	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-4: Loss of Seasonal Drainage (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-4a: Compensate for Temporary and Permanent Loss of Seasonal Drainage	Direct impacts on 0.013 acre and 0.010 acre of temporary impacts on seasonal drainage habitat due to bridge widening and extension or replacement of culvert at bridge	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Impact BIO-5: Loss of Butte County Meadowfoam (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-5a: Compensate for Loss of Butte County Meadowfoam (BCM) and Its Habitat	Direct loss of 0.001 acre and indirect impacts on 0.183 acre of BCM habitat due to roadway widening east of El Monte Avenue	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-6: Potential Mortality and Loss or Degradation of Habitat for Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-1c: Retain a Biological Monitor Mitigation Measure BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures Mitigation Measure BIO-6b: Implement Erosion Control Measures Mitigation Measure BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts Mitigation Measure BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat	Direct loss or disturbance of 0.265 acre of suitable habitat for listed vernal pool branchiopods due to roadway widening; indirect effect to 0.904 acre of suitable habitat located within 250 feet of construction area	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-7: Potential Mortality and Loss of Habitat for Valley Elderberry Longhorn Beetle (No impact OR Significant—Less than Significant with Mitigation Incorporated, depending on sound barrier option)	Mitigation Measure BIO-7a: Compensate for Impacts to Valley Elderberry Longhorn Beetle and its Habitat	No impact	No impact	No impact	No impact	Removal and/or disturbance within 20 feet of an elderberry cluster located between Forest Avenue and Dead Horse Slough	No impact	Same as Options A1, A2, A3, A4, B1, and B2	No project-related impact
Impact BIO-8: Potential Mortality of Western Spadefoot Toads and Loss or Degradation of Suitable Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-1c: Retain a Biological Monitor Mitigation Measure BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures Mitigation Measure BIO-6b: Implement Erosion Control Measures Mitigation Measure BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts	Loss or disturbance to suitable habitat for western spadefoot toads due to impacts on vernal pool habitat due to bridge widening and extension or replacement of bridge culvert	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
	Mitigation Measure BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat								
Impact BIO-9: Potential Mortality of Western Pond Turtles and Loss or Disturbance of Suitable Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-9a: Conduct Work in Creeks Only During the Dry Season or Conduct a Preconstruction Survey for Western Pond Turtles Mitigation Measure BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake	Permanent impacts on 0.093 acre and temporary impacts on 0.227 acre of suitable aquatic habitat for western pond turtle; 1.519 acres of suitable upland habitat directly affected due to bridge widening and extension or replacement of bridge culvert	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-10: Potential Mortality of Giant Garter Snakes and Loss or Disturbance of Suitable Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake Mitigation Measure BIO-10a: Conduct Construction Activities during the Active Period of Giant Garter Snakes Mitigation Measure BIO-10b: Monitor Construction Activities in Giant Garter Snake Habitat Mitigation Measure BIO-10c: Restore and Compensate for Direct and Indirect Impacts to Giant Garter Snake Habitat	Permanent impacts on 0.093 acre and temporary impacts on 0.227 acre of suitable aquatic habitat for giant garter snake; 1.519 acres of suitable upland habitat directly affected due to bridge widening and extension or replacement of bridge culvert							
Impact BIO-11: Potential Disturbance of Nesting Swainson’s Hawks, White-Tailed Kites, Loggerhead Shrikes, and Non-Special-Status (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-11a: Avoid Construction during the Nesting Season of Migratory Birds or Conduct Preconstruction Survey for Nesting Birds Mitigation Measure BIO-11b: Avoid Bridge Work during the Swallow Nesting Period or Implement Measures to Exclude Swallows from the Bridge	Potential for removal of nests or suitable nesting habitat and disturbance during breeding during project construction	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-12: Loss of Swainson’s Hawk Foraging Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-12a: Compensate for the Loss of Swainson’s Hawk Foraging Habitat	Loss of foraging habitat within 10 miles of an active nest	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Impact BIO-13: Potential Injury or Mortality of and Disturbance or Loss of Suitable Roosting Habitat for Special-Status Bats (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-13a: Conduct Preconstruction Surveys for Roosting Bats	Potential for removal or trimming of trees that provide suitable roosting habitat	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-14: Potential Disturbance of Wildlife Movement and Increased Mortality of Special-Status and Common Wildlife Species (Less than Significant—Less than Significant)	None required	Widened roadway could impact wildlife movement across SR 32, but wildlife movement under the widened roadway via Dead Horse Slough and South Fork Dead Horse Slough would not be impacted	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-15: Loss of Protected Trees (Significant and Unavoidable in the short-term and Less than Significant with Mitigation Incorporated in the long-term)	Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	Removal of 59 trees greater than 6 inches in diameter at breast height (dbh) for roadway widening and vegetation removal in the Clear Recovery Zone (CRZ) Removal of additional 52 trees 6 inches dbh for sound barrier construction	Tree removal for roadway widening and CRZ same as Option A1 Removal of additional 76 trees 6 inches dbh for sound barrier construction	Tree removal for roadway widening and CRZ same as Option A1 Removal of additional 39 trees 6 inches dbh for sound barrier construction	Tree removal for roadway widening and CRZ same as Option A1 Impacts related to sound barrier construction same as Options A1–A3	Pre-cast concrete: Removal of additional 2 trees 6 inches dbh Concrete block: Removal of additional 11 trees 6 inches dbh Wooden fence: Removal of no additional trees 6 inches dbh	Pre-cast concrete: Removal of no additional trees 6 inches dbh Concrete block: Removal of 6 additional trees 6 inches dbh Wooden fence: Removal of no additional trees 6 inches dbh	Same as proposed project	No project-related impact
Impact BIO-16: Potential Introduction of New Invasive Plant Species or Spread of Existing Invasive Plant Species (Potentially Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-16a: Avoid the Introduction of New Invasive Plant Species or the Spread of Existing Invasive Plant Species	Potential for spread of invasive species	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Visual Resources									
Impact VIS-1: Temporary Visual Impacts Caused by Construction Activities (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure VIS-1a: Apply Minimum Lighting Standards if Nighttime Construction is Required	Temporary change in views; construction easement needed on private residential properties for 2–3 days	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact VIS-2: Adversely Affect a Scenic Vista (No Impact)	None required	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Impact VIS-3: Damage Scenic Resources Along a Scenic Roadway (No Impact)	None required	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Impact VIS-4: Degrade the Existing Visual Character or Quality of the Site and Its Surroundings (Significant and Unavoidable)	Mitigation Measure VIS-4: Implement Sound Barrier Aesthetics Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	Existing vegetation removed for roadway widening and sound barrier construction changing visual character from one that is more rural to more suburban; 115 trees (all sizes dbh) removed and 42 trees pruned for roadway widening and CRZ Sound barrier lighter in color than surroundings; 71 additional trees removed and 35 additional trees pruned	Tree removal and pruning related to roadway widening and CRZ same as Option A1 Greatest impact of barrier design options due to more substantial structure; 118 additional trees removed and 31 additional trees pruned	Tree removal and pruning related to roadway widening and CRZ same as Option A1 Sound barrier would blend best with surroundings due to use of natural materials and less substantial structure; 59 additional trees removed and 66 additional trees pruned	Tree removal and pruning related to roadway widening and CRZ same as Option A1 Impacts related to sound barrier construction same as Options A1–A3	Pre-cast concrete: Additional 3 trees removed and 18 trees pruned Concrete block: Additional 2 trees removed and 5 trees pruned Wooden fence: Additional 1 tree removed and 20 trees pruned	Pre-cast concrete: Additional 2 trees removed and 5 trees pruned Concrete block: Additional 9 trees removed and 4 trees pruned Wooden fence: No additional trees removed and additional 9 trees pruned	Vegetated median would be beneficial to aesthetic appearance of roadway and soften widened roadway; tree removal and pruning impacts same as proposed project	No project-related impact
Impact VIS-5: Create a New Source of Light or Glare (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure VIS-5a: Apply Minimum Lighting Standards Mitigation Measure VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option	Increase in amount of reflective surface with widened roadway and sound barrier construction; more glare from concrete barrier than wooden fence	Same as Option A1	Increase in amount of reflective surface with widened roadway and sound barrier construction; less glare from wooden fence than concrete barrier	Similar to Options A1–A3	Similar to Options A1–A3	Similar to Options A1-A3	Trees planted in median would likely reduce amount of glare reflecting off roadway	No project-related impact

Table S-2. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project EIR

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
Impacts ^a	Mitigation Measures	Sound Barrier Options							
		A1: 6-Foot High Pre-Cast Concrete Wall	A2: 6-Foot High Concrete Block Wall	A3: 6-Foot High Wooden Fence	A4: 8-Foot High Barrier	B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32	B2: Extend Barrier East of Fir Street on North Side of SR 32		
Impact VIS-6: Permanent Changes to Views in Landscape Unit 1 – SR 32 between SR 99 and El Monte Avenue (Significant and Unavoidable)	Mitigation Measure VIS-4: Implement Sound Barrier Aesthetics Mitigation Measure VIS-5a: Apply Minimum Lighting Standards Mitigation Measure VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	SR 32 drivers would view cleared right-of-way for widened roadway and sound barrier rather than existing vegetation; sound barrier lighter in color than surroundings	Greatest impact of barrier design options due to more substantial structure	Sound barrier would blend best with surroundings due to use of natural materials and less substantial structure	Impacts related to sound barrier construction same as Options A1–A3	Similar to Options A1–A3	Similar to Options A1-A3	Vegetated median would be beneficial to aesthetic appearance of roadway and soften widened roadway	No project-related impact
Impact VIS-7: Permanent Changes to Views in Landscape Unit 2 – SR 32 between El Monte Avenue and Yosemite Drive (Significant and Unavoidable)	Mitigation Measure VIS-4: Implement Sound Barrier Aesthetics Mitigation Measure VIS-5a: Apply Minimum Lighting Standards Mitigation Measure VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	Views change from open space within existing right-of-way to a paved road; sound barrier between Sierra Sunrise Village development and Yosemite Drive; sound barrier lighter in color than surroundings	Greatest impact of barrier design options due to more substantial structure	Sound barrier would blend best with surroundings due to use of natural materials and less substantial structure	Impacts related to sound barrier construction same as Options A1–A3	Not applicable	Not applicable	Vegetated median between El Monte Avenue and Bruce Road would soften appearance of widened roadway	No project-related impacts

^a Significance conclusions for proposed project based on the identified significance thresholds: (Significance conclusion before mitigation—significance conclusion after mitigation).

Chapter 4

Comments and Responses to Comments

This chapter presents the City's responses to all oral and written comments (letters and electronic mail) received on the draft EIR during the public review period between February 25, 2010 and April 12, 2010 (The City also accepted and responded to comments that were received through April 16, 2010 after the close of the public review period.) Each oral or written comment appears in this chapter immediately followed by the City's response to the comment. Each comment is numbered in the right margin and is followed by a corresponding numbered response. Table 4-1 is a list of the capital letter assigned to each letter/electronic mail, the comments received by date of receipt, and the date of each letter/electronic mail.

Table 4-1. List of Comments Received on the February 2010 Draft Environmental Impact Report for the State Route 32 Widening Project: State Route 99 to Yosemite Drive

Assigned Letter Designation	Commenter	Date of Comment
A	Galen Thompson	March 2, 2010
B	Jeffrey Sanchez	March 3, 2010
C	Phyllis Lindley	March 8, 2010
D	Brandon Harris, The Group, Real Estate Brokers	March 10, 2010
E	Mike and Linda Johnson	March 11, 2010
F	Ruth Fairbanks and Son	March 12, 2010
G	Mike Crump, Director, Butte County, Department of Public Works	March 15, 2010
H	Scott A. Zaitz, R.E.H.S., California Regional Water Quality Control Board	March 16, 2010
I	Rupinder Jawanda, Transportation Planner, Caltrans	March 17, 2010
J	Unknown/Unsigned	March 18, 2010
K	Brandon Harris, The Group, Real Estate Brokers	March 23, 2010
L	Tou Y. Lor	March 30, 2010
M	Ed McLaughlin	April 3, 2010
N	Wyatt West, Building and Development Services – City of Chico	April 6, 2010
O	Caryl and Matt Brown	April 7, 2010
P	Teresa Canon	April 7, 2010
Q	Ivan Garcia, Programming Manager, Butte County Association of Governments (BCAG)	April 8, 2010
R	Ed McLaughlin	April 8, 2010
S	Russell S. Mills, PhD, PE, California State University, Chico	April 10, 2010
T	Caryl Brown	April 12, 2010
U	Matt Brown	April 12, 2010
V	Kirk Monfort	April 12, 2010
W	Greg Steel, Board Member, Sierra Lakeside POA	April 12, 2010
X	Thomas R. and Mildred C. Williams	April 12, 2010
Y	Neil McCabe	April 15, 2010
Z	Bob Purvis	April 16, 2010

Master Responses

A number of comments were received that raised the same or similar issues and/or asked the same or similar questions. These comments are summarized below:

- Height of sound walls for Modoc Drive residents: These residents expressed concern that the proposed 6-foot sound wall would not mitigate traffic noise impacts since the homes on Modoc Drive are below the level of the roadway.
- Age of the traffic noise study: The five year old noise study is outdated and, therefore, inaccurate.
- Bicycle access along Fir Street: The proposal to make Fir Street a one-way street for northbound traffic would create a dangerous situation for bicyclists and is in conflict with the SR 99 bicycle route project.
- Concerns related to queuing at the Forest Avenue/Humboldt Road intersection caused by the proposed raised center island on Forest Avenue between SR 32 and Humboldt Road: The proposed raised center island that would prohibit left turns into existing driveways on the east side of Forest Avenue would clog the left-turn lanes at the Forest Avenue/Humboldt Road intersection since vehicles accessing these driveways would need to make a U-turn at this intersection. The raised island would also make the parking lot at 1141 Forest Avenue into a side street.

To address these comments in a comprehensive manner, the following master responses have been prepared to respond to these comments. These master responses are referred to in responding to individual comments, as applicable.

Master Response I Related to the Height of Sound Walls for Modoc Drive Residents

The proposed 6-foot high sound wall for Modoc Drive residences is not an error. Although a 6-foot high sound wall at the property lines would not block the line-of-sight between trucks stacks and back yard receivers, it would break the line-of-sight between the roadway surface and backyard receivers. Vehicular traffic noise is primarily generated by the pavement/tire interaction at the roadway surface. The predominant truck noise is generated by the truck engine, not the truck stack (On SR 32, the traffic mix is estimated to be 2% medium-duty trucks and 3% heavy-duty trucks.). Therefore, a 6-foot sound wall would reduce traffic noise by 1 to 3 decibels depending on the precise location of the receiver. In addition, the use of noise-reducing pavement on the new roadway surface is included in the proposed project. Because the proposed project includes a 6-foot sound wall and noise-reducing pavement, the traffic noise level *with* the proposed project is predicted to be less than the traffic noise level that would occur *without*

the proposed project. Refer to Table 3-5 in draft EIR (follows page 3-12 of the draft EIR) that shows the traffic noise modeling results.

Traffic noise levels with the proposed project are not predicted to result in significant CEQA noise impacts for Modoc Drive residences. The CEQA significance threshold was defined in the draft EIR to comply with the City's noise standard (see the "General Plan Noise Element" section of Chapter 3 of the draft EIR (page 3-7 of the draft EIR) for an explanation of the City's noise standard). Based on the City's noise standard, construction of a sound wall higher than 6 feet is not needed to mitigate traffic noise impacts under CEQA.

However, because of the desire of some affected residents for a higher wall, the draft EIR includes analysis of an 8-foot high wall at this location. City staff will recommend to City Council that an 8-foot sound wall be approved. As noted in the "Impacts and Mitigation Measures of Proposed Project and Alternatives" section on page 3-11 of the draft EIR, the use of pre-cast concrete, concrete, or wood for the sound walls is equivalent in terms of their effectiveness in reducing noise. A properly designed solid barrier that has a surface density of at least 4 pounds per square foot are equally effective in noise attenuation. City staff will recommend to the City Council that an 8-foot sound wall made of pre-cast concrete be approved since the residents in the project area have been vocal about wanting the sound wall to be made of pre-cast concrete rather than concrete or wood. The residents do not want to maintain a wooden fence and a concrete wall would require the removal of a greater number of trees.

Because federal funding is not available for this project at this time, traffic noise impacts were not evaluated under federal requirements (23 Code of Federal Regulations 772) or Caltrans' Traffic Noise Analysis Protocol. Therefore, there is no requirement that sound walls provide at least 5 dB of noise reduction.

Master Response II Related to the Age of the Traffic Noise Study

As specified in the City's General Plan noise element and as described on page 3-6 of the draft EIR, projected future (roadway design year of 2030) traffic volumes, speeds, traffic distribution, and truck mix with and without the project were used to predict traffic noise impacts. The methodology of determining traffic noise impacts based on a comparison of traffic noise levels in the design year with and without the project is standard practice for environmental impact assessments. Because the impact assessment is based on a comparison of noise levels in the design year, the age of the noise study is not relevant. The noise analysis is therefore considered reasonable and adequate.

Master Response III Related to Bicycle Access on Fir Street

The City considers safe bicycle access as an important component of this project. In response to the comments raised regarding safe bicycle access along Fir Street, the proposed project has been redesigned to include two-way bicycle access along Fir Street including a Class I bicycle facility on the west side of Fir Street and a Class II facility on the east side. These bicycle facilities would extend north of SR 32 to connect with the recently-constructed improvements along East 8th Street and south of SR 32 to connect with improvements planned as part of the SR 99 Bikeway Corridor project.

The project description for this project has been revised to include these bicycle facilities. See the “Proposed Project Description” section of Chapter 2 of this report including Figures 2-3a and 2-5a that show the proposed Class I bicycle facility.

Master Response IV Related to the Proposed Raised Center Island on Forest Avenue between SR 32 and Humboldt Road

Per the project traffic study, the design year (2030) queue for the northbound left-turn at SR 32/Forest Avenue intersection showed a length of 225 feet which would extend past the driveway on the east side of Forest Avenue located 170 feet north of the Forest Avenue/Humboldt Road intersection. This queue will create an issue with accessibility for left turns into the parcels on the east side of Forest Avenue, adversely affecting traffic operations and safety along Forest Avenue and at the intersections of Forest Avenue/SR 32 and Forest Avenue/Humboldt Road. Therefore, a 2-foot center median along Forest Avenue is included as part of the project to restrict access into these parcels. The project design allows for access to these parcels from southbound Forest Avenue via a U-turn movement at SR32/Humboldt Road.

Following project construction, the City will monitor the operations at the Forest Avenue/Humboldt Road intersection. If the U-turn movement is impacting operations at the Forest Avenue/Humboldt Road Intersection, or if the existing businesses on the east side of Forest Avenue are impacted by the revised access, the City will consider additional remedies.

Letter A

Page 1 of 1

Bob Greenlaw - SR 32 DEIR Comments

From: "Galen Thompson" <bhfr@att.net>
To: <bgreenla@ci.chico.ca.us>
Date: 3/2/2010 7:13 PM
Subject: SR 32 DEIR Comments

3-2-10

Mr Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6 foot soundwall behind my house at 1869 Modoc Dr is in error. My house sits three feet below the level of the roadway and a six foot wall will, at my elevation, provide only a three foot net wall that is above the roadbed. It will neither block line of sight of trucks and commercial vehicles, nor effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects.

A-1

Furthermore, the five year old sound study that you are using for reference is outdated and therefore inaccurate.

A-2

An eight foot wall would provide a 5 feet net wall that is above the roadbed and it is the minimum that should be considered. I will create every obstacle possible to your proposed inadequate sound mitigation assumptions I can assure you. Please do the right thing. I don't want to pay \$2700 a year in property taxes for a house that I can't even get to sleep in without earplugs. Nor would you.

A-3

Sincerely,

Galen Thompson

Responses to Comment Letter A—Galen Thompson, March 2, 2010

Response to Comment A-1

See Master Response I.

Response to Comment A-2

See Master Response II.

Response to Comment A-3

See Master Response I.

Letter B

March 3, 2010

Bob Greenlaw
Senior Civil Engineer
City of Chico Capital Services Project Department
P.O. Box 3420
Chico, CA 95927

Re: DEIR State Route 32 Widening Project

Mr. Greenlaw,

I have reviewed the Draft Environmental Impact Report for the State Route 32 Widening Project. I agree with the need for the project but have some concerns. I live on Bartlett St. near 10th St. and bicycle commute to downtown and ride recreationally almost every day. While I am concerned about traffic speed and safety, my biggest concern is regarding the Fir St. crossing of SR 32.

The project as proposed alters Fir St. between the east and west bound corridors of SR 32 to a north bound road only and will install signal lights at each intersection. The change to one way traffic appears to be in conflict with the State Route 99 Bike Route project which I believe is underway. That project would create 1200 feet of (two directional) Class II bike lanes between the Bidwell Park entrance on east 8th street and the Little Chico Creek Bike Path. Fir St. is the point where Bidwell Park and the Little Chico Bike Path come closest to each other. The Fir St. crossing is the preferred route in north south bicycle travel through Chico.

While the current crossing situation at Fir St. is very dangerous due to traffic racing on and off of SR 99, a signalized intersection at Fir St. would greatly increase pedestrian and bicyclist safety- unless Fir St becomes a one way street. Southbound bicyclists and pedestrians would have to travel against traffic (which is dangerous and illegal) to cross SR 32. I do not have a specific solution to the problem but I would like a planner or engineer to consider options to allow safe north and southbound bicycle and pedestrian travel across SR 32 at Fir St. It appears that other north/ south street crossings of SR 32 in the project area will have bike lanes or safer crossings, and I would like Fir St. included.

I believe that a safe Fir St. crossing is more important than additional space in the underpass under SR 99. Pedestrian and bicycle traffic should be directed away from travel along SR 32 and should be directed to the much safer bike paths along Big or Little Chico Creeks.

Thank you for your time and consideration

Sincerely,



Jeffrey Sanchez
935 Bartlett St.
Chico, CA 95928

B-1

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BDSD / CPSD

Response to Comment Letter B—Jeffrey Sanchez, March 3, 2010

Response to Comment B-1

See Master Response III.

Letter C



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STATE ROUTE 32 WIDENING PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
PUBLIC COMMENT CARD

CITY OF CHICO
BOSD / CPSD

Date: (Please Print) 3/8/10
Name: Phyllis Lindley
Mailing Address: 2713 Sierra Sunrise Terr #434, Chico 95928
Phone Number: 899-1514
Email Address: lindley84@att.net
Resident, Business, Organization, etc: resident

Comments: RE p.2-9 Sound Barrier between Bruce + Yosemite, will Option A-1 include a cap on the wall to deflect sound waves back to the highway & as discussed at preliminary meetings some months ago.

C-1

RE p.2-186 I do not see mention of the impact of additional traffic northbound on Bruce Rd. Is the installation of a traffic light at Bruce & Sierra Sunrise Terr. still in the works?

C-2

RE p.3-1041, I do not see that the increase in noise levels from lumber trucks down-shifting as they approach Bruce Rd. from the east is given special consideration. This and diesel fumes also.

C-3

Completing this document is voluntary. The DEIR is completed and available for your review and comments. If you wish to make a comment on the DEIR, you may submit your written or electronic comments no later than 5:00 p.m. on Monday April 12, 2010 to Bob Greenlaw, Senior Civil Engineer, Capital Project Services Department, 411 Main Street, PO Box 3420, Chico, CA 95927-3420 or email to bgreenia@ci.chico.ca.us
Please Note: Your comments will become part of the public record and may be subject to inspection and copying by other members of the public.

Responses to Comment Letter C—Phyllis Lindley, March 8, 2010

Response to Comment C-1

There are no plans to include a cap on the sound wall for the purposes of deflecting sound waves back to the highway because there is no evidence as to the benefits of such caps. The “Sound Propagation” section of Chapter 3 of the draft EIR (page 3-6) has a detailed discussion regarding noise deflecting from a sound wall (see the bullet on Diffraction).

Response to Comment C-2

The City is currently monitoring the Bruce Road/Sierra Sunrise Terrace intersection. Although traffic signal warrants are not currently met at this intersection, the City plans to install a signal at this intersection when the warrants are met. The underground conduit and pull boxes for a signal were installed during construction of the Manzanita Corridor project.

Response to Comment C-3

The reference to “noise levels from lumber trucks downshifting” is likely a reference to noise from the use of compression release engine brakes commonly referred to as “Jake Brakes.” Noise from the use of these brake systems is generally only an issue for improperly muffled exhaust systems. Because of the random, relatively infrequent, and short-term nature of noise from these brake systems, it is not likely to have an effect on the 24-hour average noise level which is used to assess traffic noise. Implementation of the proposed project would not cause the engine brake noise generated by trucks to change.

Letter D

Page 1 of 1

Bob Greenlaw - Forest Ave Traffic

From: "Brandon Harris" <brandon@chico-group.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/10/2010 12:00 PM
Subject: Forest Ave Traffic
Attachments: Forest Avenue Traffic.jpg

Hi Bob,

I've spoken with the owner of 1141 Forest, owner of 7-11 and the prospective tenant, and we all seem to come to the same conclusion that the number of cars that turn left into the property from SB Forest Ave is very high and that all of those vehicles are going to 1) clog up the Humboldt intersection trying to turn left, effectively rendering the number one lane stopped with overflow from the left turn lane and 2) turn the 1141 Forest Ave parking lot into a sub-street. The U-turn idea is great, and definitely needed regardless, but doesn't nearly alleviate the problem that will be there. We're essentially going to defer the on-street problem to the parking lot of the building, vastly increasing accidents with cars and pedestrians/school children. I know that a 'Keep Clear' area isn't an option without a road going into Forest Ave, but that is obviously the best option. Attached is an aerial depicting a possibility to make that happen. I'm not sure if it is doable, but we'd be glad to engage a surveyor or engineer to see. Either way, there is a great concern with this matter and I think it might be something that the city needs to seriously take into account prior to moving anything forward. We'd all be glad to meet anytime to discuss.

D-1

Brandon Harris

The Group, Real Estate Brokers
2580 Sierra Sunrise Terrace, Suite 110
Chico, CA 95928
530 343-3733
530 899-5515 F
brandon@chico.com
www.chico-group.com
DRE Lic.#01318261



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Response to Comment Letter D—Brandon Harris, The Group, Real Estate Brokers, March 10, 2010

Response to Comment D-1

See Master Response IV.

Letter E

Page 1 of 1

Bob Greenlaw

From: BEN JOHNSON <johnsonmachine@hotmail.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/11/2010 1:10 PM

Email to: bgreenla@ci.chico.ca.us
Regarding: Hwy 32 expansion.

Mr. Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6-foot sound wall behind my house at 1791 Modoc Dr. is in error. My house sit at least 3 to 4 feet below the level of the roadway and a six foot wall will not be adequate or effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. E-1

The five-year-old sound study that you are using for reference is outdated and therefore inaccurate. E-2

An 8-foot sound wall would be much better. Or, a common Cal Trans design is to build a six-foot wall on a three-foot berm of dirt. This is the minimum that should be considered. E-3

After living and investing in our home for 31 years, would like to be able to sleep at night without the noise that keeps us awake at night, and be able to walk , talk, and think without all of the noise, that is ever present and increasing . E-4

As you or anyone would not like this invasion to happen to them, please help us convey this message and preserve our sanity and investment!!

We can be reached at; (530)343-2752.

Sincerely,
Mike & Linda Johnson

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

Responses to Comment Letter E—Mike and Linda Johnson, March 11, 2010

Response to Comment E-1

Refer to Master Response I.

Response to Comment E-2

Refer to Master Response II.

Response to Comment E-3

Refer to Master Response I.

Response to Comment E-4

See Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Letter F

(4/7/2010) Bob Greenlaw - Regarding: HWY 32 expansion

Page 1

From: Donn Douglas Sibley <donnd54@stormnet.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/12/2010 3:17 PM
Subject: Regarding: HWY 32 expansion

Mr Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6-foot sound wall behind my house at 1795 Modoc Dr, is in error. My house sits at least 3 to 4 feet below the level of the roadway and six foot of wall will not be adequate or effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects.

F-1

The five year old sound study that you are using for reference is outdated and therefore inaccurate.

F-2

We want at least 12 ft. Just like the wall behind chico PD and the Calif Hy-Patrol. We need the same level of protection they have. Since they removed the brush a few weeks ago there is a very noticeable difference in noise. Also the back of our house can be seen when driving by on the hy-way. Cant help but notice it. No privacy.

F-3

I would like to ask you to come by sometime during a weekday between 4 PM and 5 PM. We both can stand in the backyard and drink some tea while we watch for five minutes and you will experience what we hear every day. Please if you have time you will be more than welcome.

F-4

I can be reached at 342-2128 any time. 1795 Modoc drive

Sincerely,

Ruth Fairbanks and Son

Responses to Comment Letter F—Ruth Fairbanks and Son, March 12, 2010

Response to Comment F-1

Refer to Master Response I.

Response to Comment F-2

Refer to Master Response II.

Response to Comment F-3

Refer to Master Response I.

Response to Comment F-4

The City is aware of and understands the concerns that residents along this corridor have regarding noise.

Letter G

Page 1 of 1

Bob Greenlaw - SR-32 widening DEIR

From: "Crump, Mike" <MCrump@buttecounty.net>
To: "Bob Greenlaw" <bgreenla@ci.chico.ca.us>
Date: 3/15/2010 12:33 PM
Subject: SR-32 widening DEIR
CC: "Tom Varga" <tzvarga@ci.chico.ca.us>

Bob;

We are beginning our review, however one comment that I would make based on my initial review is that the DEIR does not seem to recognize that El Monte Ave is a County maintained road and the surrounding property is unincorporated. Any right of way acquisition will need approval from the Board of Supervisors.

G-1

Mike Crump, Director

Butte County, Dept of Public Works
7 County Center Drive Oroville CA 95965

COUNTY OF BUTTE E-MAIL DISCLAIMER: This e-mail and any attachment thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of this e-mail (or any attachments thereto) by other than the County of Butte or the intended recipient is strictly prohibited. If you are NOT the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this e-mail and any attachments thereto.

Response to Comment Letter G—Mike Crump, Director, Butte County, Department of Public Works, March 15, 2010

Response to Comment G-1

Right-of-way acquisition would not be needed along El Monte Avenue under the proposed project.



Linda S. Adams
Secretary for
Environmental
Protection

California Regional Water Quality Control Board Central Valley Region

Katherine Hart, Chair

415 Knollcrest Drive, Suite 100, Redding, California 96002
(530) 224-4845 • Fax (530) 224-4857
<http://www.waterboards.ca.gov/centralvalley>



Arnold
Schwarzenegger
Governor

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CITY OF CHICO
BUSD / CPSD

Letter H

16 March 2010

Mr. Bob Greenlaw
City of Chico
Capital Project Services
PO Box 3420
Chico, CA 95927-3420

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED STATE ROUTE 32 WIDENING PROJECT, CHICO, BUTTE COUNTY

The Central Valley Regional Water Quality Control Board (Regional Water Board) is a responsible agency for this project, as defined by the California Environmental Quality Act (CEQA). On 25 February 2010, our office received a Draft Environmental Impact Report, and Request for Comments Letter from your office regarding the proposed development referenced above.

The City of Chico is proposing operation improvements along State Route 32 (SR32) in Chico to provide additional capacity to accommodate approved and planned development on and near the SR 32 corridor between SR 99 and Yosemite Drive. The proposed widening project is located on SR 32 between SR 99 to the west and Yosemite Drive to the east in the City of Chico, Butte County, and will improve approximately 2.6 miles of highway.

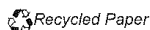
The following comments are provided to help outline the potential permitting which may be required by the Regional Water Board, policy issues concerning the project, and suggestions for mitigation measures. Our present comments focus primarily on discharges regulated under our CWA §401 and storm water programs.

Water Board entitlements include:

- | | | |
|---|--|-----|
| • Fill or dredged material discharges | Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters | H-1 |
| • Storm water and other wastewater discharges | CWA §402 NPDES permit; Storm Water Discharges Associated with Construction Activity | |
| • Other | Waste Discharge Requirements or other permits for discharges that may affect ground water such as from proposed solid waste transfer facilities. | |

The following summarizes project permits that may be required by our agency depending upon potential impacts to water quality:

California Environmental Protection Agency



Mr. Bob Greenlaw
City of Chico

- 2 -

16 March 2010

Water Quality Certification (401 Certification)

Certifications are issued for activities resulting in dredge or fill within waters of the United States. All projects must be evaluated for the presence of jurisdictional waters, including wetlands and other waters of the state. Impacts to these waters should be avoided, minimized, and/or mitigated. Impacts to Water of the United States requires an Army Corps of Engineers (Corps) Clean Water Act (CWA) Section 404 Permit and a CWA Section 401 Water Quality Certification from the Central Valley Water Board. The Section 404 and 401 permits are required for activities involving a discharge (such as fill or dredged material) to Waters of the United States. "Waters" include wetlands, riparian zones, streambeds, rivers, lakes, and oceans. Typical activities include any modifications to these waters, such as stream crossings, stream bank modifications, filling of wetlands, etc. If required, the Section 404 Permit and Section 401 Certification must be obtained prior to site disturbance.

H-2

General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) – Land disturbances on projects of 1 acre or more requires the landowner to obtain coverage under the General Permit. As the land disturbance for the State Route 32 Widening Project appears to be in excess of 1 acre, the project proponent and/or representatives will need to file a Notice of Intent (NOI), along with a vicinity map, a Storm Water Pollution Prevention Plan (SWPPP), and appropriate fees to the State Water Resources Control Board (SWRCB), prior to the commencement of activities on site. The owner may call our office to receive a permit package or download it off the Internet at http://www.waterboards.ca.gov/water_issues/programs/stormwater/

H-3

Phase II Storm Water Permit

The City of Chico is required to comply with the State's Storm Water Permit for Small Municipal Separate Storm Sewer Systems. Under this permit the City of Chico must ensure that new developments comply with certain design standards for storm water runoff. A copy of the permit, including required new development standards, is available for viewing and download at the State Water Resources Control Board's website at: www.swrcb.ca.gov/stormwtr/municipal.html.

H-4

Post Construction Requirements

The General Permit and the Small Municipal Separate Storm Sewer Systems Permit (MS4 General Permit), requires the preparation and submittal of specific information regarding post-construction Best Management Practices (BMPs) that will be incorporated in the project to mitigate pollutants. Post-construction storm water management in areas undergoing new development or redevelopment is necessary because runoff from these areas has been shown to significantly affect receiving waterbodies. As stated in the Environmental Protection Agency MS4 Phase II Final Rule, many studies indicate that prior planning and design for minimization of pollutants in post-construction storm water discharges is the most cost-effective approach to storm water quality management.

H-5

Therefore, the project development plans and environmental review documents prepared pursuant to the California Environmental Quality Act (CEQA) should indicate that the proposed project applicant shall prepare an NOI, a SWPPP and post construction storm water development plans, as discussed above, and submit copies to the Regional Water Board for review, to mitigate pollutants from the new development proposed on the site. The development plans should contain specific structural and non-structural post-construction

H-6

Mr. Bob Greenlaw
City of Chico

- 3 -

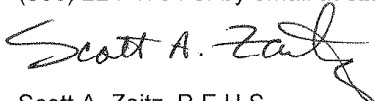
16 March 2010

BMPs, such as grassed swales, bioretention, porous pavement, treatment vaults, retention of buffer strips, minimization of impervious surfaces, ect, and approximate locations of each BMP. For more information go to:

H-6
cont.

http://www.waterboards.ca.gov/water_issues/programs/low_impact_development/index.shtml

If you have any questions or comments regarding this matter please contact me at (530) 224-4784 or by email at szaitz@waterboards.ca.gov.



Scott A. Zaitz, R.E.H.S.
Environmental Scientist
Storm Water & Water Quality Certification Unit

SAZ: wrb/knr

cc: Mr. Brian Vierria, U.S. Army Corp of Engineers, Sacramento
Department of Fish and Game, Region 2, Rancho Cordova
State Clearing House # 2007022045, Sacramento
Mr. Chris Rockway & Mr. Matt Brogan, Sacramento

U:\Clerical\Storm_water\SZaitz\2010\CEQA Comment (SR32 Widening Project).doc

Responses to Comment Letter H—Scott A. Zaitz, R.E.H.S., California Regional Water Quality Control Board, March 16, 2010

Response to Comment H-1

Table 2-1 of the draft EIR acknowledges that a Section 401 water quality certification, National Pollutant Discharge Elimination System (NPDES) permit, and waste discharge requirement would be required for this project and states that these permits will be obtained after CEQA approval.

Response to Comment H-2

See response H-1. The City will apply for a water quality certification during final design after CEQA approval

Response to Comment H-3

See response H-1. The City will file a Notice of Intent prior to construction. The City's contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) for use during construction. The City will approve the SWPPP and monitor SWPPP requirements during construction.

Response to Comment H-4

Since the project would be entirely within Caltrans' right-of-way, the project would fall under Caltrans' General Permit. Therefore, the City's MS4 Phase II permit would not apply to this project.

Response to Comment H-5

The City has prepared a Stormwater Data Report for Caltrans' approval. This document outlines the temporary and permanent Best Management Practices (BMPs) that will be used for the project.

Response to Comment H-6

As indicated in Table S-1 contained in Chapter 3 of this report, Mitigation Measure HWQ-1d requires that project implementation include preparation of a Stormwater Pollution Prevention Plan (SWPPP). This mitigation measures lists the type of structural and non-structural post-construction that will be included in the SWPPP. See Response H-5 regarding BMPs.

Letter I

(4/7/2010) Bob Greenlaw - Caltrans Comments - SR32 Widening DEIR

Page 1

From: Rupinder Jawanda <rupinder_jawanda@dot.ca.gov>
To: <bgreenla@ci.chico.ca.us>
Date: 3/17/2010 9:55 AM
Subject: Caltrans Comments - SR32 Widening DEIR

Mr. Greenlaw,

Thank you for working with us on the SR32 Widening project, Caltrans has no additional comments on this DEIR (SCH#2007022045).

I-1

Best regards,

Rupinder Jawanda
Transportation Planner
Department of Transportation
Office of Transportation Planning North
703 B Street, Marysville, CA 95901
P 530.740.4989
F 530.741.5346

Response to Comment Letter I—Rupinder Jawanda, Transportation Planner, Caltrans, March 17, 2010

Response to Comment I-1

Thank you for your comment. No response is required.

email: bgreenla@ci.chico.ca.us

Letter J

PLEASE
GIVE ME
PEACE

Mr Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6 foot soundwall behind my house at 1897 Modoc Dr is in error. My house sits three feet below the level of the roadway and a six foot wall will, at my elevation, provide only a three foot net wall that is above the roadbed. It will neither block line of sight of trucks and commercial vehicles, nor effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects.

J-1

Furthermore, the five year old sound study that you are using for reference is outdated and therefore inaccurate.

J-2

An 8 foot sound wall would be much better. Or, a common Cal Trans design is to build a six foot wall on a three foot berm of dirt. This is the minimum that should be considered. Please do the right thing. I don't want to pay \$1300.00 a year in property taxes for a house that I can't even get to sleep in without earplugs. Nor would you.

J-3

Sincerely,

or write to:

RECEIVED

MAR 18 2010

CITY OF CHICO
BDSB/CPSD

BOB Greenlaw

Box 3420

Chico Ca 95927

P.S. I WOULD HAVE NEVER
BOUGHT THIS PROPERTY BACKED UP
TO HWY 32 IF A 4-LANE WAS THERE.
NOW I JUST WANT A TALL WALL &
QUIET TO SUFFER THE NOISE

J-4

3/6/2010

Responses to Comment Letter J— Unknown/Unsigned, March 18, 2010

Response to Comment J-1

Refer to Master Response I.

Response to Comment J-2

Refer to Master Response II.

Response to Comment J-3

Refer to Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Response to Comment J-4

Refer to Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Letter K

Page 1 of 1

Bob Greenlaw - Forest Avenue proposed changes

From: "Brandon Harris" <brandon@chico-group.com>
To: <bobline@comcast.net>
Date: 3/23/2010 4:07 PM
Subject: Forest Avenue proposed changes
CC: <bgreenla@ci.chico.ca.us>

Bob,

Traffic count of cars turning into the ingress/egress on Forest Avenue into either 7-11 or 1141 Forest Avenue, taken from 2:10pm to 3:10pm on 3-23-10:

63 vehicles turned left from Forest Avenue southbound
66 vehicles turned right from Forest Avenue northbound

129 vehicles per hour enter the Forest Ave entrance, 48% turn across northbound lanes into 7-11 and 1141 Forest Ave.

That means that those 63 vehicles per hour are going to get into the Forest Ave left hand turn lane at Humboldt and attempt enter 1141 Forest Avenue Humboldt entrance to use the parking lot as a side street.

Being that there is only enough room on Humboldt eastbound from the intersection to the entrance to 1141 Forest Ave to accommodate 3 cars, when Humboldt westbound is waiting at the light the 3 attempting entrants will be stopped, effectively stopping and clogging up the left-hand turn lane on southbound Forest and spilling into the number 1 lane, rendering it stopped (similar to southbound Park Avenue at 20th Street). We also counted over 40 kids walking through the parking lot during the same period. When it comes to safety, it seems this will be lessening problems for the city, but increasing problems for the owners of the two properties as well as increasing potential pedestrian accidents overall for the children. It seems to me that the amount of vehicular accidents won't change that much as there will be an increase in the number of vehicles able to drive this newly enlarged street, however the pedestrian accidents stands to increase dramatically within 1141 Forest Avenue and on the street.

K-1

Brandon Harris

The Group, Real Estate Brokers
2580 Sierra Sunrise Terrace, Suite 110
Chico, CA 95928
530 343-3733
530 899-5515 F
brandon@chico.com
www.chico-group.com
DRE Lic.#01318261



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Response to Comment Letter K—Brandon Harris, The Group, Real Estate Brokers, March 23, 2010

Response to Comment K-1

Please refer to Master Response IV. The project design allows for U-turns from southbound Forest Avenue so that vehicles wishing to access 1141 Forest Avenue can do so from Forest Avenue rather than Humboldt Road.

Letter L

Page 1 of 1

Bob Greenlaw - SOUNDWALL, RECONSTRUCTION OF HWY 32

From: Tou Lor <tlor24@gmail.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/30/2010 11:56 PM
Subject: SOUNDWALL, RECONSTRUCTION OF HWY 32

Dear Mr. Greenlaw: Please attach these comments and concerns to the DEIR.

My uncle believe the decision to provide a 6 foot sound wall behind his house at 1873 Modoc Dr in an error when reconstructing HWY 32. My uncle's house sits on an elevation that is 3 feet below HWY 32. So with a 6 feet sound wall construction, only 3 feet will provide a barrier between my uncle's house because of the land elevation of the house sitting 3 feet below. This will neither block the line of sight of trucks and commercial vehicles, nor effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. L-1

Furthermore, the five year old data of sound study that you are using for reference is outdated and therefore inaccurate. L-2

A better solution to this issue would be to build an 8 foot sound. Or, a common Caltrans design is to build a six foot wall on a three foot berm of dirt. This is the minimum that should be considered. Please do the right thing. My uncle does not want to pay \$3185.90 a year in property taxes for a house that we can't even get to sleep in without earplugs. Nor would you. L-3

Sincerely,

--

Tou Y. Lor

Responses to Comment Letter L—Tou Y. Lor, March 30, 2010

Response to Comment L-1

Please refer to Master Response I.

Response to Comment L-2

Refer to Master Response II.

Response to Comment L-3

Refer to Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Letter M

Page 1 of 1

Bob Greenlaw - SR 32 widening

From: <Edex08@aol.com>
To: <bgreenla@ci.chico.ca.us>, <katie@chicovelo.org>, <paulnorthrim@aol.com>
Date: 4/3/2010 12:46 PM
Subject: SR 32 widening

Hi Bob,

In reviewing the plan for the SR 32 widening, there appears to be a dangerous omission to accommodate bicycle travel from E 8th St. to Fir St. to Humboldt Rd.

As I read the plan, a hazardous condition is being created that will invite wrong way bicycle travel on south bound Fir St. between SR 32. It is irrational to expect bicyclists to adopt a more circuitous route through this corridor.

Thanks for the opportunity to comment on this project.

M-1

Ed McLaughlin
384 E 6th Ave
Chico, CA 95926

Response to Comment Letter M—Ed McLaughlin, April 3, 2010

Response to Comment M-1

See Master Response III.

Letter N

Page 1 of 1

Bob Greenlaw - HWY 32 Widening Comments

From: Wyatt West
To: Bob Greenlaw; Craig Murray
Date: 4/6/2010 4:13 PM
Subject: HWY 32 Widening Comments
CC: Brian Mickelson

Bob/Craig,
I spoke with Ed McLaughlin this afternoon and he had some comments regarding the HWY 32 widening project.

His main concern was SB bike circulation from Bidwell Park to Fir St. He would like to see a separate Class I facility on the ONE-WAY section of Fir. This would also coincide with our HWY 99 Bike project circulation.

N-1

Wyatt

Wyatt West
Building and Development Services - City of Chico
Traffic Engineering
530-879-6941

Response to Comment Letter N—Wyatt West, Building and Development Services – City of Chico, April 6, 2010

Response to Comment N-1

See Master Response III.

Letter O

(4/7/2010) Bob Greenlaw - Re: Where can one drop off?

Page 1

From: Bob Greenlaw
To: Caryl and Matt Brown
Date: 4/7/2010 6:14 PM
Subject: Re: Where can one drop off?

1. Drop them off at City Municipal Building (2nd Floor) @ 411 Main St.
2. Scan and email them to me or write me an email at bgreenla@ci.chico.ca.us
3. Mail them to PO Box 3420, Chico CA 95927.

Bob Greenlaw
Senior Civil Engineer
City of Chico
PO Box 3420
Chico, CA 95927
(530) 879-6930
Fax (530) 895-4899

>>> "Caryl and Matt Brown" <fishkidz@digitalpath.net> 4/4/2010 10:25 AM >>>
Bob,

Where can one drop off comments on the 32 Widening Project draft EIR?

O-1

Response to Comment Letter O—Caryl and Matt Brown, April 7, 2010

Response to Comment O-1

No response is required.

Letter P

Page 1 of 1

Bob Greenlaw - SR 32 DEIR Comments

From: teresa canon <tbourne@yahoo.com>
To: "bgreenla@ci.chico.ca.us" <bgreenla@ci.chico.ca.us>
Date: 4/7/2010 5:05 AM
Subject: SR 32 DEIR Comments

Bob,

how will this widening project affect local cyclists?

| P-1

will this project be putting in a bike lane?

| P-2

thank you for your response.

Teresa Canon

Responses to Comment Letter P—Teresa Canon, April 7, 2010

Response to Comment P-1

The project will improve bicycle access and safety. See Master Response III and the Proposed Project Description section of Chapter 2 of this report for a discussion of Class I and III bicycle facilities that are included in the project.

Response to Comment P-2

See Response P-1.

Letter Q

Page 1 of 1

Bob Greenlaw - FW: SR 32 widening project Draft EIR comments

From: "Ivan Garcia" <IGarcia@bcag.org>
To: "Bob Greenlaw" <bgreenla@ci.chico.ca.us>
Date: 4/8/2010 9:27 AM
Subject: FW: SR 32 widening project Draft EIR comments
CC: "Chris Devine" <CDevine@bcag.org>

Bob,
 The Butte County Association of Governments offers the following comments for consideration regarding the SR 32 Widening Project:

- Two way defined bike & pedestrian access along Fir Street between the couplets is needed to facilitate southbound bicycle and pedestrian travel. Perhaps a class one on the east side near the bus stop with other improvements on 9th street to cross back and continue southbound. | Q-1
- A defined Class 2 bike lane along SR 32, both east and westbound should be included similar to that of SR 32 along Nord Avenue. It appears they are delineated on the figures, but we were not sure. | Q-2
- Ensure bike sensors at all signalized intersections are included. | Q-3
- May be a good idea to include a pull out for the transit buses at the park and ride lot if possible. | Q-4
- In general, BCAG supports typical urban improvements which facilitate and encourage alternative transportation (bike, walk, transit etc.). | Q-5

If you have any questions on the comments provided, please give me a call or send me an email.

Thank you.

~~~~~  
 Ivan Garcia  
 Programming Manager  
 Butte County Association of Governments (BCAG)  
 Butte Regional Transit (B-Line)  
 2580 Sierra Sunrise Terrace, Suite 100  
 Chico CA 95928  
 530-879-2468 Phone 530-879-2444 Fax  
 igarcia@bcag.org www.bcag.org

## **Responses to Comment Letter Q—Ivan Garcia, Programming Manager, Butte County Association of Governments (BCAG), April 8, 2010**

### **Response to Comment Q-1**

See Master Response III.

### **Response to Comment Q-2**

The project does not include Class II bicycle facilities along SR 32, but the proposed wider 8-foot shoulders along SR 32 can be used by bicyclists. The Proposed Project Description section (see Chapter 2 of this report) has been revised to clarify the provision of 8-foot-wide shoulders as part of the project.

As SR 32 is an arterial with high volumes of traffic, the City encourages pedestrians and bicyclists to primarily use the existing Class I and II facilities along East 8<sup>th</sup> Street and Class I facilities along Big Chico Creek (paralleling SR 32 to the north) and the planned Class I and Class II facilities along Humboldt Road east of SR 32 extending past Bruce Road (paralleling SR 32 to the south). The proposed project and these existing and planned facilities are consistent with the City's Bikeway Master Plan and will allow north/south access between SR 99 and Bruce Road.

### **Response to Comment Q-3**

Bicycle sensors will be placed at all new signals along SR 32 under the proposed project consistent with City and Caltrans policies.

### **Response to Comment Q-4**

The City will consider a turn out at this bus stop during final design of this project.

### **Response to Comment Q-5**

See Response Q-2 and Master Response III.

**Letter R**

Page 1 of 1

**Bob Greenlaw - SR32 Widening- Additional Comments**

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**From:** <Edex08@aol.com>  
**To:** <bgreenla@ci.chico.ca.us>, <katie@chicovelo.org>, <IGarcia@bcag.org>, <Paulnorthrim@aol.com>, <KMonfort@csuchico.edu>  
**Date:** 4/8/2010 3:27 PM  
**Subject:** SR32 Widening- Additional Comments

---

Hi Bob,  
In reviewing the SR 99 Corridor Bikeway Project, I was reminded of the importance of bicycle access through the SR 32 crossing from E. 8th St. southbound to Fir St. to Humboldt Rd. and the Little Chico Creek Bikeway and northbound/reverse. This is such a critical juncture that a bicycle/pedestrian overpass should be considered. Please feel free to contact me for any further info.

R-1

Ed McLaughlin  
Chico, CA  
891-8156

## **Response to Comment Letter R—Ed Mclaughlin, April 8, 2010**

### **Response to Comment R-1**

See Master Response III.

## Letter S

SR 32 Widening Project

Page 1 of 1

**Bob Greenlaw - SR 32 Widening Project**

**From:** "Mills, Russell" <RMills@csuchico.edu>  
**To:** Bob Greenlaw <bgreenla@ci.chico.ca.us>  
**Date:** 4/10/2010 7:12 AM  
**Subject:** SR 32 Widening Project  
**CC:** Brian Mickelson <bmickeles@ci.chico.ca.us>, Ann Schwab <aschwab@ci.chico.ca.us>, Ed McLaughlin <edex08@aol.com>, Ivan Garcia <igarcia@bcag.org>

Bob:

I wish to express concern regarding this project as described in the draft EIR. Specifically, I believe that the conversion of Fir Street to one-way north-bound will be detrimental to bicycle transportation. This section of road from E. 8th Street to Humboldt Road is currently an important circulation component for cyclists connecting between the bikeways in Bidwell Park to the bikeway along Little Chico Creek (I ride this section of Fir Street frequently myself for this very purpose). This segment will become more critical as plans are implemented to provide north-south bikeways across Little Chico Creek on both sides of SR 99. If the Fir Street connector is not identified in the City's bicycle circulation plan, this is an oversight.

S-1

The proposed signal at the intersection of SR 32 and Fir Street will help facilitate use by cyclists of this important connector. However, unless some parallel facility is provided for cyclists, the conversion to one-way traffic would appear to be very detrimental to bicycle circulation. There are no other safe crossings of SR 32 for cyclists for extended distances in either direction from this location.

I cannot emphasize enough that Fir Street is very important to bicycle circulation. I request that the Bicycle Advisory Committee meet to provide formal input to the design as it develops. There may also be other consequences of which I am currently unaware. As you know, any changes to SR 32 in this region could have significant impacts to cycling transportation, including impacts to transportation routes associated with the many public schools adjacent to the area of this project.

S-2

Russ

Russell S. Mills, PhD, PE  
Professor of Civil Engineering  
Department of Civil Engineering  
California State University, Chico  
Chico, CA 95929-0930

(530) 898-6274  
(530) 898 4576 (Fax)

rmills@csuchico.edu  
<http://www.csuchico.edu/ce>  
Langdon Engineering Center, Room 307E

# **Responses to Comment Letter S—Russell S. Mills, PhD, PE, California State University, Chico, April 10, 2010**

## **Response to Comment S-1**

See Master Response III.

## **Response to Comment S-2**

The public outreach effort for the proposed project was extensive, as described in the Project Background section on page 2-3 of the draft EIR, including four public workshops. The City will coordinate with the Bicycle Advisory Committee during final design and provide an opportunity for the committee members to review and comment on the final project design. See also Master Response III.



Letter T

**RECEIVED**

APR 12 2010

CITY OF CHICO  
BDSD / CPSD

Re Hwy 32

To: Bob Greenlaw, Senior Civil Engineer  
bgreenla@ci.chico.ca.us  
City of Chico Capital Project Services Department  
P.O. Box 3420  
Chico, CA, 95927

Dear Mr. Greenlaw

I am a resident in the area to be affected by increased noise due to the Widening 32 Project proposed by the City of Chico. I strongly desire an **8-foot pre-cast concrete sound wall** to mitigate noise impacts of the project. This option best minimizes sound impacts, potential safety concerns, and visual impacts while balancing impacts to vegetation at a reasonable cost. This option is also the preferred alternative of the City of Chico staff.

T-1

Thank you for your time,



Caryl Brown  
5 Merle Court,  
Chico, CA 95928

# **Response to Comment Letter T—Caryl Brown, April 12, 2010**

## **Response to Comment T-1**

The City notes your support for the 8-foot pre-cast concrete sound wall. Your support of this alternative will be considered by the City Council when they make its decision on the project. You are correct in noting that City staff will recommend to the City Council that this alternative be adopted as described in the Preferred Alternative section on page S-7 of the draft EIR.

**Bob Greenlaw - SR 32 widening Project Draft EIR comments****Letter U**

**From:** "Caryl and Matt Brown" <fishkidz@digitalpath.net>  
**To:** "Bob Greenlaw" <bgreenla@ci.chico.ca.us>  
**Date:** 4/12/2010 5:08 PM  
**Subject:** SR 32 widening Project Draft EIR comments  
**Attachments:** SR 23 Widening EIR.doc

To: Bob Greenlaw, Senior Civil Engineer  
 bgreenla@ci.chico.ca.us  
 City of Chico Capital Project Services Department  
 P.O. Box 3420  
 Chico, CA, 95927

Thank you for the opportunity to comment on the SR 32 Draft EIR.

I am a resident in the area to be affected by increased noise due to the SR 32 Widening Project proposed by the City of Chico. I strongly desire a **pre-cast concrete sound wall at least 8 feet high** to mitigate noise impacts of the project. This option best minimizes sound impacts, potential safety concerns, and visual impacts while balancing impacts to vegetation at a reasonable cost. This option is also the preferred alternative of the City of Chico staff.

U-1

According to the EIR, noise levels in my backyard will be at 68 db in 2030. Using an 8 foot rather than a 6 foot sound wall will decrease these noise levels by 4 db. The EIR seems to minimize these differences describing them the difference as "almost imperceptible".

U-2

In our case and probably for many others, the 6 foot sound wall options do not meet the basics of proper sound wall design. An sound wall of at least 8 feet would be required to mitigate the sound impacts. Our property and the site for a soundwall is considerably lower than the roadway. Therefore more sound will go over the top of the soundwall directly toward the receptors. Basic design consideration for a soundwall wall should block the line of sight between the noise and the receptor. In our backyard, we can see cars over our existing 6 foot fence. The widening will bring the traffic two lanes closer to our house and will appear even higher over the fence. The soundwall should be high enough to block direct transmission of noise.

U-3

Precast concrete has a much better sound transmission loss than wood on the order of Precast 35, wood 21.

U-4

file://C:\Documents and Settings\bgreenla\Local Settings\Temp\XPgrpwise\4BC35397COCCMCPO1001... 4/14/2010

The wood sound wall alternative would not adequately mitigate visual impacts. CALTRANS difficult to maintain and requires more frequent maintenance. With diverse landowners, over time a mixture of types, age and quality of fencing will result. This will reduce the intactness and visual unity of the the visual aesthetics of the sound wall. Also maintenance would become a economic cost to the landowners that will be forced to maintain the fence.

U-5

CALTRANS understands this problem. According to the CALTRANS Highway Design Manual “Maintenance by others may not be practical if a number of small individual properties abut the noise barrier.” page 1102.7 Maintenance Consideration in Noise Barrier Design.

U-6

The wooden fence alternative didn’t consider the long term impact of individual landowners putting up their own sound walls. Already some landowners are putting up sound walls. Heights, materials, color, style, quality and maintenance levels may all vary from parcel to parcel producing a jumbled or shoddy appearance. Some impression from this gateway into the community.

U-7

There can be no case for overriding considerations because the EIR did not fairly present changes to visual impacts of the project without sound walls. The photo simulations did not present the project without sound walls.

U-8

Thank you,

Matt Brown  
5 Merle Court  
Chico, CA 95928

## **Responses to Comment Letter U—Matt Brown, April 12, 2010**

### **Response to Comment U-1**

The City notes your support for the 8-foot pre-cast concrete sound wall. You are correct in noting that City staff will recommend to the City Council that this alternative be adopted as described in the Preferred Alternative section on page S-7 of the draft EIR.

### **Response to Comment U-2**

The draft EIR is accurate in describing a 4 dB decrease in noise levels as almost imperceptible. As explained in the Human Response to Noise section on page 3-4 of the draft EIR, in a normal environment, a healthy human ear can detect changes of about 2 dB; however it is widely accepted amongst acoustical specialists, that changes of 3 dB in the normal environmental are barely detectable to most people, Changes of 5 dB are considered readily perceptible and changes of 10 dB are perceived as being twice as loud.

### **Response to Comment U-3**

See Master Response I.

### **Response to Comment U-4**

Although concrete has better sound transmission loss than wood, wood would provide more than the minimum sound transmission loss necessary for the wall to be effective. The net noise reduction provided by a properly designed wood wall would be the same as a concrete wall.

### **Response to Comment U-5**

Under the wooden fence alternative, a new wooden fence would be constructed as part of the project so that the fence would have a uniform appearance. You are correct in noting that the individual property owners would need to maintain their fences and that over many years, the uniform appearance of the fences may be affected. Page 6-15 of the draft EIR notes that because wood is a darker, natural material, unlike concrete, a wooden fence would actually blend better into

the existing environmental than a concrete wall. Simulation 3 in Figures 6-3a through 6-8a of the draft EIR support this conclusion.

## **Response to Comment U-6**

Your comment is noted. Caltrans has expressed that they would not pay for maintenance of wooden fences should this alternative be adopted.

## **Response to Comment U-7**

See Response U-5.

## **Response to Comment U-8**

The existing conditions photographs in Figures 6-3a through 6-8a of the draft EIR depict the views of the project without the soundwalls. The draft EIR judges a number of visual impacts (VIS-4 related to the degradation of the existing visual character of the project site; VIS-6 related to permanent changes to views along SR 32 between SR 99 and El Monte Avenue; and VIS-7 related to permanent changes to views along SR 32 between El Monte Avenue and Yosemite Drive) as significant and unavoidable. Therefore, the City proposes to adopt a Statement of Overriding Considerations to discuss those overriding benefits of the project that outweigh the environmental impacts associated with the project.

**Letter V**

Hwy 32 and Fir street.

Page 1 of 1

**Bob Greenlaw - Hwy 32 and Fir street.**

---

**From:** "Monfort, Kirk" <KMonfort@csuchico.edu>  
**To:** Bob Greenlaw <bgreenla@ci.chico.ca.us>  
**Date:** 4/12/2010 2:13 PM  
**Subject:** Hwy 32 and Fir street.  
**CC:** "Mills, Russell" <RMills@csuchico.edu>, Ed McLaughlin <Edex08@aol.com>, "Schwab, Ann" <ASchwab@csuchico.edu>, Katie Simmons <katiemsimmons@yahoo.com>

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Hi,

I understand that with the new hwy 32 remodel, two way bike traffic on Fir St may be eliminated. This is not good for cyclists. The best bike route from downtown Chico to the Mall and back is Southpark drive to the exit at the west end of 8th street, across fir to Humbolt, then the bike path through Walnut estates to Springfield. Going from 8th street across Forest or El Monte to get to the Mall is out of the way and unpleasant. It is so far out of the way, I for one would be tempted to take Fir no matter if it is one way or not to get to or from the Mall and other points in that direction. Thanks.

V-1

Kirk Monfort  
Velo BOD  
GPAC

## **Response to Comment Letter V—Kirk Monfort, April 12, 2010**

### **Response to Comment V-1**

See Master Response III.



Apr 12 10 03:09p

Greg Steel

530-342-3191

p.1

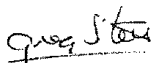
Letter W

**Via Fax**

April 12, 2010

To: Bob Greenlaw, Senior Civil Engineer  
City of Chico  
Fax 895-4899

Fm: Greg Steel, Board Member  
Sierra Lakeside POA  
603 Parkwood Drive, Chico, CA 95928  
Phone & Fax 342-3191



**RECEIVED**  
APR 12 2010  
CITY OF CHICO  
BDSD / CPSD

**Re: Noise Abatement for S.R. 32 Widening Project**

Sierra Lakeside is a senior (age 55 or better) housing complex which is located immediately adjacent to the S.R. 32 proposed widening project.

A major concern of our Board, and the residents of the complex, is the potential for significant additional traffic noise, not only during the construction phase of the project but as a result of the impacts of the project.

W-1

You may be aware that our complex was designed in the late 1980's when there was far less traffic on Highway 32, and many of the windows face south, toward the highway. In recent years, the City Council has approved 1,400 additional housing units on the other side of the highway, and there is an obvious concern about additional noise resulting from additional traffic.

W-2

Your public notice did not identify noise as a significant and unavoidable environmental impact, so we trust that any mitigation measures will fully address this concern.

W-3

Moreover, since many of the residents in the complex are currently quite elderly and live on limited incomes, it is our hope that the noise mitigation issue will also fully address environmental justice concerns.

W-4

Thank you for the opportunity to comment.

cc: Board Members, Sierra Lakeside POA  
The Hignell Companies, c/o Mr. Ray Villar

## **Responses to Comment Letter W—Greg Steel, Board Member, Sierra Lakeside POA, April 12, 2010**

### **Response to Comment W-1**

Receptors R-36 and R-37 were included in the traffic noise analysis in order to estimate traffic noise impacts for Sierra Lakeside residents (see the rows in Table 3-5 that correspond to R-36 and R-37 for an estimate of project-related traffic noise levels).

### **Response to Comment W-2**

The approved Oak Valley subdivision was included in the traffic noise analysis, and therefore, traffic noise levels associated with this development are included in the projected future background traffic noise levels.

### **Response to Comment W-3**

Because the project includes construction of a 6-foot high sound wall and the use of noise-reducing pavement, including along that portion of SR 32 that fronts the Sunrise Lakeside Apartments, the project would not result in significant and unavoidable impacts. The project would result in less than significant impacts based on City noise standards. As noted in the draft EIR, even though a 6-foot wall is adequate to meet City noise standards, City staff will recommend to the City Council that an 8-foot wall be adopted.

### **Response to Comment W-4**

Environmental justice relates to *disproportionate* impacts to low-income and minority populations. The project corridor does not contain a predominantly low-income or minority population based on federal definitions.

Letter X

**RECEIVED**

APR 12 2010

CITY OF CHICO  
BDSD / CPSD

Bob Greenlaw  
City of Chico  
PO Box 3420  
Chico CA 95927

Re. Hwy 32  
widening  
project

April 13, 2010

Dear Mr Greenlaw,

We are Chico residents who very frequently visit our daughter who lives adjacent to Hwy 32. We would like to see an 8' pre-cast concrete sound wall built, to mitigate the unacceptable noise pollution, as well as to maintain the visual appeal of the eastern corridor to our beautiful city of Chico.

X-1

Thank you,

Thomas R Williams  
Thomas R Williams

Mildred C Williams

14 Westminster Ct  
Chico CA 95926

## **Response to Comment Letter X—Thomas R. and Mildred C. Williams, April 12, 2010**

### **Response to Comment X-1**

The City notes your support for an 8-foot pre-cast concrete wall. Your support of this alternative will be considered by the City Council when they make its decision on the project.

Letter Y

Page 1 of 1

**Bob Greenlaw - SR 32 DEIR Comments**

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**From:** Neil McCabe <nsmccabe@comcast.net>  
**To:** Bob Greenlaw <bgreenla@ci.chico.ca.us>  
**Date:** 4/15/2010 3:47 PM  
**Subject:** SR 32 DEIR Comments

---

Hello Bob,

I offer the following comments regarding the SR 32 DEIR:

If I have read Chapter 4, Summary, correctly, and in particular Table S-2, the preferred alternative being recommended by city staff would result in the removal of 113 trees (greater than 6" in diameter at breast height), the pruning of additional trees, and the installation of 8' high pre-cast sound barrier.

Y-1

It is my hope that mitigation measure BIO-15a will be implemented in a manner which will compensate for the removal of these trees by requiring the planting and survival of a like number of trees, preferably native species, including valley oak and interior live oak, along the edges of the right of way and within the median.

Y-2

It is my further hope that VIS-4 will implement appropriate measures to mitigate the adverse aesthetic effects of the sound barriers. Planting trees and shrubs (preferably native species such as red bud and toyon) to screen the barriers from view would seem to be the best way to do this.

Y-3

Thanks for your consideration of these matters.

Neil McCabe  
2255 E. 8th St.  
Chico, CA 95928

## **Responses to Comment Letter Y—Neil McCabe, April 15, 2010**

### **Response to Comment Y-1**

You are correct in stating that the City's staff preferred alternative would result in the removal of 113 trees greater than 6 inches in diameter at breast height.

### **Response to Comment Y-2**

As described for Mitigation Measure BIO-15a, the compensation ratios will be developed in coordination with the City of Chico Urban Forester. Planted species would be based on those removed in the project area and will include primarily valley oak and interior live oak.

### **Response to Comment Y-3**

As described under Mitigation Measure BIO-15a, trees would be planted that would partially screen the proposed sound wall as shown in Figures 6-3a-6-8b.

**Letter Z**

Page 1 of 1

**Bob Greenlaw - SR 32**

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**From:** "Bob Purvis" <rpurvis@digitalpath.net>  
**To:** <bgreenla@ci.chico.ca.us>  
**Date:** 4/16/2010 3:21 PM  
**Subject:** SR 32  
**CC:** "Neal McCabe" <nsmccabe@comcast.net>

---

Hi Bob,

I support the comments of Neil McCabe, and hope you respond to them.

| Z-1

Thanks for your interest.

Bob Purvis

# **Response to Comment Letter Z—Bob Purvis, April 16, 2010**

## **Response to Comment Z-1**

See Responses Y-1 through Y-3.



## Chapter 5

# Mitigation Monitoring Program

The following table contains the project's proposed mitigation monitoring program. This program was developed based on the findings of the draft and final EIRs. In accordance with CEQA (Pub. Res. Code sec. 21081.6) and the State CEQA Guidelines (sec. 15091(d) and 15097), this program identifies those mitigation measures from the EIR that are recommended for adoption by the City to ensure that potential significant environmental impacts of the proposed project are avoided or mitigated to a less-than-significant level. For each mitigation measure, this table identifies the party responsible for implementing the mitigation measure, the timing for implementing the measure, how the measure will be monitored, and the standards that can be used to determine the success of the measure.

This table is the same one that appeared in the draft EIR except that the mitigation measures from the initial study have been numbered to correspond with the numbers used in Table S-1; clarifications have been made to the table; and a column has been added so that the City can record the date in which they verify that each measure has been implemented. No other changes to the project mitigation measures were needed to respond to comments received during the draft EIR public review period.



**Table D-4. Draft Mitigation Monitoring Program**

| Mitigation Measure                                                                                                       | Party Responsible for Implementation                                            | Implementation Timing            | Monitoring Program                                                                                                                                                                                                                                                       | Standard for Success                                                                                                                                               | <u>Verification Date</u> |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>Recommended Mitigation Measures this EIR</b>                                                                          |                                                                                 |                                  |                                                                                                                                                                                                                                                                          |                                                                                                                                                                    |                          |
| <b>Chapter 3. Noise</b>                                                                                                  |                                                                                 |                                  |                                                                                                                                                                                                                                                                          |                                                                                                                                                                    |                          |
| NZ-2a: Employ Noise-Reduction Construction Measures                                                                      | City of Chico (City) or Caltrans or designated contractor                       | During construction              | Periodic site inspection during construction                                                                                                                                                                                                                             | Compliance with Caltrans standard specifications for Sound Control Requirements and the City's noise ordinance                                                     |                          |
| <b>Chapter 4. Air Quality</b>                                                                                            |                                                                                 |                                  |                                                                                                                                                                                                                                                                          |                                                                                                                                                                    |                          |
| AIR-1a: Implement Measures from Butte County Air Quality Management District's (BCAQMD) CEQA Air Quality Handbook        | City or Caltrans or designated contractor                                       | During construction              | Periodic site inspection during construction                                                                                                                                                                                                                             | Compliance with BCAQMD's standards for construction emissions                                                                                                      |                          |
| <b>Chapter 5. Biological Resources</b>                                                                                   |                                                                                 |                                  |                                                                                                                                                                                                                                                                          |                                                                                                                                                                    |                          |
| BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions    | Qualified biologist <u>retained by City, Caltrans, or designated contractor</u> | Prior to construction            | City approval of <del>education of</del> education program, monitoring of administration of program, and periodic inspections during construction by the City and biological monitor to ensure implementation of construction restrictions and guidelines by contractors | Adherence by construction contractor to construction restrictions and guidelines                                                                                   |                          |
| BIO-1b: Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone | City or Caltrans or designated contractor                                       | Prior to construction            | Periodic site inspections by the City and biological monitor                                                                                                                                                                                                             | Installation of fencing around construction area so as to avoid removal or disturbance of sensitive biological resources that are outside of the construction zone |                          |
| BIO-1c: Retain a Biological Monitor                                                                                      | City or Caltrans or designated contractor                                       | Prior to and during construction | Periodic site inspections when construction activities occur in and adjacent to environmentally sensitive areas                                                                                                                                                          | Adherence to all adopted biological resources mitigation measures                                                                                                  |                          |
| BIO-1d: Minimize Loss of Trees                                                                                           | City or Caltrans or designated contractor                                       | Prior to and during construction | Periodic site inspections by the City and biological monitor                                                                                                                                                                                                             | Adherence to specific actions identified in this mitigation measure                                                                                                |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                        | Party Responsible for Implementation      | Implementation Timing                                                | Monitoring Program                                                                                                      | Standard for Success                                                                                                                              | <u>Verification Date</u> |
|-------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| BIO-1e: Compensate for Loss of Riparian Habitat                                           | City                                      | Prior to construction as part of Section 404 nationwide (NWP) permit | Corps will issue permit upon evidence of purchase of required mitigation credits                                        | Issuance of NWP by Corps                                                                                                                          |                          |
| BIO-2a: Compensate for Loss of Fresh Emergent Wetland                                     | City                                      | Prior to construction as part of Section 404 nationwide (NWP) permit | Corps will issue permit upon evidence of purchase of required mitigation credits                                        | Issuance of NWP by U.S. Army Corps of Engineers (Corps)                                                                                           |                          |
| BIO-3a: Compensate for Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland            | City                                      | Prior to construction as part of Section 404 nationwide (NWP) permit | Corps will issue permit upon evidence of purchase of required mitigation credits                                        | Issuance of NWP by Corps                                                                                                                          |                          |
| BIO-4a: Compensate for Temporary and Permanent Loss of Seasonal Drainage                  | City                                      | Prior to construction as part of Section 404 nationwide (NWP) permit | Corps will issue permit upon evidence of purchase of required mitigation credits                                        | Issuance of NWP by Corps                                                                                                                          |                          |
| BIO-5a: Compensate for Loss of Butte County Meadowfoam (BCM) and Its Habitat              | City                                      | Prior to construction                                                | City to monitor compliance with U.S. Fish and Wildlife Service (USFWS) biological opinion (BO) , dated February 3, 2009 | Approval of management plan by City for Bidwell Ranch Conservation Area<br><br>Establishment of a new BCM preserve within USFWS-approved location |                          |
| BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures | City or Caltrans or designated contractor | Prior to construction                                                | Periodic site inspections by the City and biological monitor                                                            | Installation of fencing around suitable vernal pool branchiopod habitat                                                                           |                          |
| BIO-6b: Implement Erosion Control Measures                                                | City or Caltrans or designated contractor | Prior to and during construction                                     | Periodic inspection during construction                                                                                 | Compliance with project Storm Water Pollution Prevention Plan                                                                                     |                          |
| BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts  | City or Caltrans or designated contractor | Prior to, during construction, and after construction                | Long-term inspection and maintenance of permanent Best Management Practices                                             | Compliance with the National Pollutant Discharge Elimination System (NPDES) permit                                                                |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                     | Party Responsible for Implementation                                     | Implementation Timing                                                                                                                          | Monitoring Program                                                                            | Standard for Success                                                                                                                                                                                | <u>Verification Date</u> |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat                                  | City                                                                     | Prior to construction                                                                                                                          | City to monitor compliance with USFWS BO, dated February 3, 2009                              | Purchase of vernal pool preservation credits or preserve features within a USFWS approved off-site conservation area per the BO                                                                     |                          |
| BIO-7a: Compensate for Impacts to Valley Elderberry Longhorn Beetle and its Habitat                                    | City                                                                     | After construction                                                                                                                             | Monitoring to be conducted in compliance with USFWS-approved procedures and approved USFWS BO | Compliance with USFWS approved guidelines for establishment of Valley elderberry longhorn beetle conservation areas; approval of conservation area by USFWS; compliance with conditions of USFWS BO |                          |
| BIO-9a: Conduct Work in Creeks Only During the Dry Season or Conduct a Preconstruction Survey for Western Pond Turtles | Qualified biologist retained by City, Caltrans, or designated contractor | Work in creeks during dry season (June 1-October 15 or when the creek is dry) or conduct survey within 24 hours prior to start of construction | Site inspection by qualified biologist                                                        | If turtle found, move turtle to suitable aquatic habitat outside construction area                                                                                                                  |                          |
| BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake                                 | Qualified biologist retained by City, Caltrans, or designated contractor | Within 24 hours prior to start of construction                                                                                                 | Site inspection by qualified biologist                                                        | If active nest found, implement avoidance measures with California Department of Fish and Game (DFG) approval                                                                                       |                          |
| BIO-10a: Conduct Construction Activities during the Active Period of Giant Garter Snakes                               | City or Caltrans or designated contractor                                | Construction to occur during snake active period (May 1-October 1) or notify USFWS to determine if additional measures required                | Site inspection by qualified biologist                                                        | Compliance with USFWS approved measures if construction to occur between October 2-April 30                                                                                                         |                          |
| BIO-10b: Monitor Construction Activities in Giant Garter Snake Habitat                                                 | Qualified biologist retained by City, Caltrans, or designated contractor | During construction                                                                                                                            | Site inspection by qualified biologist                                                        | No disturbance to giant garter snake                                                                                                                                                                |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                           | Party Responsible for Implementation                                                | Implementation Timing             | Monitoring Program                                                    | Standard for Success                                                                                                                        | <u>Verification Date</u> |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| BIO-10c: Restore and Compensate for Direct and Indirect Impacts to Giant Garter Snake Habitat                                | City                                                                                | Prior to construction             | City to monitor compliance with USFWS BO, dated February 3, 2009      | Compliance with USFWS BO                                                                                                                    |                          |
| BIO-11a: Avoid Construction during the Nesting Season of Migratory Birds or Conduct Preconstruction Survey for Nesting Birds | City or Caltrans or designated contractor                                           | Prior to and during construction  | Periodic site inspection during construction                          | No disturbance to nesting birds                                                                                                             |                          |
| BIO-11b: Avoid Bridge Work during the Swallow Nesting Period or Implement Measures to Exclude Swallows from the Bridge       | City or Caltrans or designated contractor                                           | Prior to and during construction  | Periodic site inspection during construction                          | No disturbance to nesting swallows                                                                                                          |                          |
| BIO-12a: Compensate for the Loss of Swainson's Hawk Foraging Habitat                                                         | City or Caltrans or designated contractor                                           | Prior to construction             |                                                                       | Compliance with DFG mitigation for Swainson's hawks in the Central Valley by providing off-site management lands                            |                          |
| BIO-13a: Conduct Preconstruction Surveys for Roosting Bats                                                                   | Qualified bat biologist <u>retained by City, Caltrans, or designated contractor</u> | Prior to tree removal or trimming | Site inspections during tree removal and trimming                     | No disturbance to roosting bats                                                                                                             |                          |
| BIO-15a: Compensate for Loss of Protected Trees                                                                              | City or Caltrans or designated contractor                                           | After construction                | Annually for 3 years after planting or per the approved planting plan | Replace plantings per a mitigation planting plan to be approved by the City urban forester                                                  |                          |
| BIO-16a: Avoid the Introduction of New Invasive Plant Species or the Spread of Existing Invasive Plant Species               | City or Caltrans or designated contractor                                           | Prior to and during construction  | Site inspection by City or Caltrans and biological monitor            | No introduction of new noxious weed infestations during or after construction                                                               |                          |
| <b>Chapter 6. Visual Resources</b>                                                                                           |                                                                                     |                                   |                                                                       |                                                                                                                                             |                          |
| VIS-1a: Apply Minimum Lighting Standards if Nighttime Construction is Required                                               | City or Caltrans or designated contractor                                           | During construction               | Periodic site inspection during construction                          | Lights used for night time construction are lowest allowable height and wattage and are screened and shielded away from adjacent residences |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Party Responsible for Implementation      | Implementation Timing | Monitoring Program                                                                                                                                 | Standard for Success                                                                             | <u>Verification Date</u> |
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| VIS-4: Implement Sound Barrier Aesthetics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | City or Caltrans or designated contractor | During construction   | Periodic site inspection during construction                                                                                                       | Construction of walls that blend into the environment to the extent feasible                     |                          |
| VIS-5a: Apply Minimum Lighting Standards                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | City or Caltrans or designated contractor | During construction   | Periodic site inspection during construction                                                                                                       | Lighting standards used with lowest allowable height and wattage per City and Caltrans standards |                          |
| VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | City or Caltrans or designated contractor | During construction   | Periodic site inspection during construction                                                                                                       | Construction of walls that blend into the environment to the extent feasible                     |                          |
| <b>Mitigation Measures from 2007 Initial Study</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                           |                       |                                                                                                                                                    |                                                                                                  |                          |
| <b>Cultural Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                           |                       |                                                                                                                                                    |                                                                                                  |                          |
| <p><u>CR-1a:</u> If buried resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City, Caltrans and other appropriate agencies. Further mitigation and/or construction shall be consistent with the recommendations of the archaeologist.</p> <p>Any cultural resources found during construction will be recorded or described in a professional report and submitted to the Northeast Information Center at CSU Chico. The City will be responsible for preparing the report.</p> <p><u>CR-1b:</u> If human remains are discovered during project construction, the contractor</p> | City or Caltrans or designated contractor | During construction   | Development and implementation and procedures, if required that identifies monitoring requirements by a qualified archeologist during construction | Compliance with Secretary of Interior standards                                                  |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Party Responsible for Implementation | Implementation Timing | Monitoring Program | Standard for Success | <u>Verification Date</u> |
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| <p>shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated.</p> <p>If the coroner determines that the remains are of Native American origin, it shall be necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of Native American Heritage Commission (NAHC) (Public Resource Code, Section 5097). The coroner shall contact Native American Heritage Commission. The descendants or most likely descendants of the deceased shall be contacted. Work shall not resume until the descendants have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resource Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant fails to make a recommendation. If human remains are found, the City and Caltrans will work with the NAHC as described on the NAHC web page regarding the treatment of human remains:<br/><a href="http://nahc.ca.gov/profguide.html">http://nahc.ca.gov/profguide.html</a>.</p> |                                      |                       |                    |                      |                          |



**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Party Responsible for Implementation      | Implementation Timing            | Monitoring Program                           | Standard for Success                                                        | <u>Verification Date</u> |
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| <b>Geology and Soils</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                           |                                  |                                              |                                                                             |                          |
| <u>GS-1:</u> The project will be designed to conform to the conclusions and recommendations of the final foundation investigation as it related to the design and construction of Dead Horse Slough bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with recommendations of project foundation investigations report |                          |
| <p><u>GS-2a:</u> The project will be designed to conform to the conclusions and recommendations of the final geotechnical report as they relate to structural sections, earthwork, sound walls and drainage to mitigate potential geologic and soil constraints.</p> <p><u>GS-2b:</u> The contractor shall submit and obtain approval of an erosion control plan from the City of Chico. The erosion control plan will be designed to limit the effects of soil erosion and water degradation during construction. This plan will be prepared in accordance with City requirements.</p> <p>Construction plans and specifications for all elements of the project shall include provisions for erosion control in the event of non-seasonal or early seasonal rainfall during construction, as well as for disturbed area that remain unvegetated during the rainy season. In addition, rainy season control measures shall be in place and operational before October 15<sup>th</sup> of each year.</p> | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with recommendations of project geotechnical report              |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Party Responsible for Implementation      | Implementation Timing            | Monitoring Program                           | Standard for Success                                                                             | <u>Verification Date</u> |
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| <b>Hazards and Hazardous Materials</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                           |                                  |                                              |                                                                                                  |                          |
| <p><u>HAZ-1a:</u> A focused site characterization report will be prepared and submitted to Regional Board describing sampling and analysis activities within the SR 32 right-of-way along the South Branch Dead Horse Slough. Based on the findings of this report, a remedial design and implementation plan will be prepared and submitted to the Regional Board. Any soil found to contain hazardous material concentrations above any federal or state remediation action levels would be classified in accordance with Title 22 of the California Code of Regulations, and removed to a suitable off-site facility. Excavation activities would be conducted in accordance with the approval from Regional Board, the Streambed Alteration Agreement from DFG, and an Authority to Construct permit from the Butte County Air Quality Management District (BCAQMD). If testing indicates that the concentrations are below regulatory action levels, the soil may be used on-site or disposed of at a Class II or Class III landfill.</p> <p><u>HAZ-1b:</u> The contractor will develop and implement a spill prevention and control program to minimize the potential for, and effects from spills of hazardous, toxic or petroleum substances during construction of the project. The program would be a component of the Storm Water Pollution Prevention Plan. If a spill is reportable under federal, state, or local regulations, the contractor will notify the City of Chico,</p> | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with remedial design and implementation plan and spill prevention and control program |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Party Responsible for Implementation      | Implementation Timing            | Monitoring Program                           | Standard for Success                                                                                                     | <u>Verification Date</u> |
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| <p>Butte County Environmental Health and California Department of Toxic Substances Control, which has spill response and cleanup ordinances to govern emergency spill response.</p> <p><u>HAZ-1c:</u> A written description of reportable releases will be submitted to the Regional Water Quality Control Board (RWQCB). This submittal would include a description of the release, including the type of material and an estimate of the amount spilled; the date of the release; an explanation of why the spill occurred; and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form</p> |                                           |                                  |                                              |                                                                                                                          |                          |
| <p><u>HAZ-2:</u> Yellow traffic striping will be removed and disposed of in a manner consistent with the handling of solids containing hazardous levels of metals</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with remedial design and implementation plan                                                                  |                          |
| <b>Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                           |                                  |                                              |                                                                                                                          |                          |
| <p><u>HWQ-1a:</u> The project will be designed to conform to the conclusions and recommendations of the Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report.</p> <p><u>HWQ-1b:</u> The contractor will avoid and minimize potential construction-related water quality impacts through compliance with the Regional Board by preparing and submitting the following water quality permits and plans.</p>                                                                                                                                                                                                          | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report. |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Party Responsible for Implementation | Implementation Timing | Monitoring Program | Standard for Success | <u>Verification Date</u> |
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| <ul style="list-style-type: none"> <li>■ Enrollment into the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit by submission of a Notice of Intent.</li> <li>■ Preparation of a Storm Water Pollution Prevention Plan (SWPPP) for minimizing and avoiding impacts to water quality during construction activities.</li> </ul> <p><u>HWQ-1c:</u> The contractor will be responsible for understanding and following the guidelines set forth in the Caltrans Storm Water Quality Handbook, Construction Best Management Practices (BMPs) Manual, March 2003 or latest edition. Measures consistent with the current Caltrans' Construction Site BMPs Manual, including the SWPPP and Water Pollution Control Program (WPCP) Manuals, will be implemented to include an integrated approach that addresses stormwater quality activities of various functional units, including construction.</p> <p><u>HWQ-1d:</u> The contractor will prepare a site-specific SWPPP for the project to protect receiving waters from pollution. The SWPPP will include standard sediment and erosion control measures which will include limiting soil disturbances during the winter rainfall season. Given the site-specific conditions of the project area, the SWPPP for this project will generally include limiting soil disturbances during the winter rainfall season of October 15 through April 15 and fully stabilizing disturbed areas prior</p> |                                      |                       |                    |                      |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Party Responsible for Implementation | Implementation Timing | Monitoring Program | Standard for Success | <u>Verification Date</u> |
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| <p>to December 1. Standard sediment erosion control measures, such as silt fencing, straw bale barriers, sediment traps, or other measures could also directly reduce the offsite transport of sediment from disturbed slopes. Existing vegetation that can be preserved will be identified and flagged or fenced to avoid disturbance. Erosion in disturbed areas will be controlled through the use of grading operations that eliminate direct routes for conveying runoff to drainage channels and use of soil stabilization BMPs, such as mulching, erosion control fabrics, and/or reseeding with grass or other plants where necessary. Standard staging area practices for sediment tracking reduction also will be identified where necessary including vehicle washing and street sweeping. Temporary concentrated flow conveyance systems also will be considered, such as berms, ditches, and outlet flow-velocity dissipation devices to reduce erosion from newly disturbed slopes.</p> <p>The contractor will regularly inspect and maintain the BMPs in good working order.</p> <p><u>HWQ-1e:</u> The City will incorporate permanent post-construction BMPs in the project design to avoid or minimize long-term water quality impacts, pursuant to the NPDES storm water permit. Appropriate BMPs for the project site could include stabilization measures such as preservation of existing vegetation, concentrated flow conveyance systems (ditches, berms, drains, flared culvert end sections, outlet</p> |                                      |                       |                    |                      |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Party Responsible for Implementation      | Implementation Timing            | Monitoring Program                           | Standard for Success                           | <u>Verification Date</u> |
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| protection, and flow-velocity dissipation), and slope roughening or terracing for new cut-and-fill slopes as deemed necessary by the project engineer. Slope protection measures will be implemented to control erosion such as reducing the length of disturbed slopes, reducing the gradient of slopes, and preventing concentrated flow over slope soils. The City will be responsible for long-term inspection and maintenance of the permanent BMPs to ensure that they are maintained in good working order.                                                                                                                                                                                                                                                                                                                                              |                                           |                                  |                                              |                                                |                          |
| <b>Public Services</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                           |                                  |                                              |                                                |                          |
| <p><b>PS-1a:</b> The contractor will prepare and implement a coordinated Transportation Management Plan (TMP) for the project that addresses local and Caltrans concerns. The TMP shall be submitted to the City, Caltrans, Butte Regional Transit, California Highway Patrol, and Chico Unified School District 30 days prior to commencement of construction. The TMP shall be consistent with City and Caltrans policies and procedures.</p> <ul style="list-style-type: none"> <li>■ The local aspect of the TMP will identify the locations of any temporary detours and signage to facilitate local traffic patterns and through-traffic requirements.</li> <li>■ The Caltrans aspect of the TMP will identify TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and</li> </ul> | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with Transportation Management Plan |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Party Responsible for Implementation | Implementation Timing | Monitoring Program | Standard for Success | <u>Verification Date</u> |
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| <p>maintaining traffic. Most of the construction along State Route 32 will take place behind temporary K-railing with traffic attenuators placed as necessary. the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator.</p> <ul style="list-style-type: none"> <li>■ The TMP will include measures to facilitate coordination with Butte Regional Transit to ensure that B-line bus routes are not adversely affected during project construction.</li> <li>■ The TMP will include measures to facilitate coordination with the California Highway Patrol to ensure that operations out of its office at 995 Fir Street will not be adversely affected during project construction.</li> </ul> <p><u>PS-1b:</u> The contractor will provide 10 days notice to emergency service providers (i.e., law enforcement, fire protection, ambulance service, and the California Highway Patrol), Butte Regional Transit, and the Chico Unified School District of any construction activity that would hinder emergency vehicle response time, bus travel routes, or access to or from the school.</p> <p><u>PS-1c:</u> The contractor will provide 10 days notice to residents, businesses and the school to minimize construction conflicts. Construction activities will be coordinated to avoid blocking or limiting access to homes, business, and properties to the</p> |                                      |                       |                    |                      |                          |

**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Party Responsible for Implementation      | Implementation Timing            | Monitoring Program                           | Standard for Success                           | <u>Verification Date</u> |
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| <p>maximum extent possible. Residents and businesses will be advised about potential access or parking effects before construction activities begin.</p> <p><u>PS-1d:</u> The contractor shall provide a parking plan to accommodate construction equipment and parking for construction workers at the same sites. For each construction phase, the parking plan will identify sites for construction staging/parking to avoid effects on local residents and businesses.</p> <p><u>PS-1e:</u> The contractor will also include measures in the TMP to ensure provision of safe travel for pedestrians and bicyclists during construction. The TMP will also ensure that all affected roadway facilities remain compliant with the American Disabilities Act during construction.</p> |                                           |                                  |                                              |                                                |                          |
| <b>Transportation and Circulation Factors</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                           |                                  |                                              |                                                |                          |
| <p><u>T-1:</u> The contractor shall prepare a Transportation Management Plan (TMP) for the project. Consistent with Caltrans policy and procedures, the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and maintaining traffic. Most of the construction will take place behind temporary K-railing with traffic attenuators placed as necessary</p>                                                                                                                                                                                         | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | Compliance with Transportation Management Plan |                          |



**Table D-1. Continued Mitigation Monitoring Program**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                        | Party Responsible for Implementation      | Implementation Timing            | Monitoring Program                           | Standard for Success                                            | <u>Verification Date</u> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------|----------------------------------------------|-----------------------------------------------------------------|--------------------------|
| <b>Utilities and Service Systems</b>                                                                                                                                                                                                                                                                                                                                                                                                                      |                                           |                                  |                                              |                                                                 |                          |
| <u>U-1:</u> During project construction, construction of utility crossings at intersections along SR 32 will be constructed on an as-needed basis for various utilities (such as water, wastewater, drainage, electrical, communications, telephone, gas, etc.), as determined to be needed in coordination with the various service providers. These utility crossings would “stud out” within the project limits on the north and south sides of SR 32. | City or Caltrans or designated contractor | Prior to and during construction | Periodic site inspection during construction | No disruption of utility services during and after construction |                          |

