

PLANNING COMMISSION AGENDA
REGULAR MEETING of THE HOLTVILLE PLANNING COMMISSION
121 WEST FIFTH STREET - HOLTVILLE, CALIFORNIA

Monday, December 16, 2024 - 5:30 PM

- | | | |
|---|--|--|
| <input type="checkbox"/> Ross Daniels, Chairman | <input type="checkbox"/> Vacant, Commissioner | <input type="checkbox"/> Steve Walker, Legal Counsel |
| <input type="checkbox"/> Georgina Camacho, Vice Chair | <input type="checkbox"/> Ex Officio Member | <input type="checkbox"/> George Galvan, City Planner |
| <input type="checkbox"/> John Britschgi, Commissioner | <input type="checkbox"/> Raylene Tapiceria, Building Inspector | <input type="checkbox"/> Nick Wells, City Manager /
Executive Officer |
| <input type="checkbox"/> Cindy Pacheco, Commissioner | <input type="checkbox"/> Yvette Rios, City Clerk | |

THIS IS A PUBLIC MEETING

The City of Holtville values public input on issues concerning the Planning Commission. If there is an issue on which you wish to be heard, comments will be accepted for items listed on the agenda and for items of general concern. The Chairman reserves the right to place a limit on each person's comments. Individual are required to provide their name and address for the record. Personal attacks on individuals, comments which are slanderous and/or which may invade an individual's personal privacy are not permitted.

MEETING CALLED TO ORDER

PLEDGE of ALLEGIANCE:

COMMISSION SECRETARY RE: Verification of Posting of the Agenda

PUBLIC COMMENTS: This is time for the public to address the Planning Commission **on any item that does not appear on the agenda for this meeting** within the subject matter jurisdiction of the Commission. If you wish to speak, the Chairman will recognize you.

1. CONSENT AGENDA:

Items on the Consent Agenda are to be approved without comment. Should any Commission Member or member of the public wish to discuss an item, they may request that the item be removed from the Consent Agenda and placed on the NEW BUSINESS agenda.

- a. Approval of the Minutes from the Regular Meeting of Tuesday, November 19, 2024.

REPORTS of OFFICERS, COMMISSIONS, COMMITTEES and COMMUNIQUES:

2. UNFINISHED BUSINESS: None

3. NEW BUSINESS:

- a. **PUBLIC HEARING: Discussion/Related Action to Adopt RESOLUTION PC #24-07** approving the Initial Study/Mitigated Negative Declaration for submittal to the State Clearinghouse and public review

George Galvan City Planner

4. INFORMATION ONLY: *None*

5. STAFF REPORTS

- a. **City Manager Report - *Nick Wells***
- b. Legal Counsel Report - *Steve Walker* *Not included*
- c. Planning Report - *George Galvan* *Not included*
- d. Building Inspector - *Raylene Tapiceria* *Not included*
- e. Fire Prevention Officer - *Francisco Hernandez* *Not included*

6. Items for future meetings

7. ADJOURNMENT:

I, Yvette Rios, City Clerk of the City of Holtville, California, **DO HEREBY CERTIFY** that the foregoing agenda was duly posted at Holtville City Hall and on the City of Holtville's website (www.Holtville.ca.gov) on Friday, December 13, 2024.

NOTICE: *In compliance with the American Disabilities Act (ADA), the City of Holtville will make reasonable efforts to accommodate persons with qualified disabilities. If you require special assistance, please contact the City Clerk's office at (442) 206-0201 at least 48 hours in advance of the meeting. Any writings or documents provided to a majority of the Holtville Planning Commission regarding any item on this agenda will be made available for public inspection in the City Clerk's office located at City Hall, 121 W Fifth Street, during normal business hours.*

**THE MINUTES OF THE REGULAR MEETING OF
THE HOLTVILLE PLANNING COMMISSION**

Tuesday, November 19, 2024

MEETING DATE:	<u>12/16/24</u>
ITEM NUMBER	<u>1 a</u>
Approvals	CITY MANAGER _____
	FINANCE MANAGER _____
	CITY ATTORNEY _____

The Regular Meeting of the Holtville Planning Commission scheduled for November 18, 2024, was postponed to Tuesday, November 19, 2024, and held at 5:30 PM in the Civic Center. Vice Chairman Georgina Camacho was present, as were Commissioners Cindy Pacheco, and Vanessa Ramirez. Chairman Ross Daniels and Commissioner John Britschgi were absent. Also present were City Planner Jeorge Galvan, Ex Officio Member Mayor Anderson, Legal Counsel Steve Walker, City Manager/Executive Officer Nick Wells, and City Clerk Yvette Rios.

PLANNING COMMISSION MEETING CALLED TO ORDER:

Commissioner Ramirez called the meeting to order at 5:31 PM.

PLEDGE OF ALLEGIANCE: *Mayor Anderson led the Pledge of Allegiance.*

VERIFICATION OF POSTING OF AGENDA:

Ms. Rios verified that the original agenda was duly posted on Friday, November 15, 2024. A notice of postponement and a secondary agenda was duly posted on Monday, November 18, 2024.

PUBLIC COMMENTS: *None*

1. CONSENT AGENDA:

a. Approval of the Minutes from the Regular Meeting of Monday, May 20, 2024.

A motion was made by Ms. Pacheco and seconded by Ms. Camacho to approve the Consent Agenda as presented. The motion passed in the form of a roll call vote.

AYES: *Camacho, Pacheco, Ramirez*

NOES: *None*

ABSENT: *Britschgi, Daniels*

ABSTAIN: *None*

REPORTS OF OFFICERS, COMMISSIONS, COMMITTEES, AND COMMUNIQUES:

Mr. Galvan had nothing to report.

Mayor Anderson reported that the City will commence a Street Maintenance Project in 2025. The West Ninth Street Improvements, in collaboration with IID, will soon move forward with the undergrounding of the Pear Canal. Mayor Anderson invited those in attendance to the City's Wetlands Ribbon Cutting Ceremony.

Ms. Pacheco, Ms. Camacho, Ms. Ramirez, Mr. Walker, and Ms. Rios had nothing to report.

Mr. Wells deferred to his staff report.

2. UNFINISHED BUSINESS: *None*

3. NEW BUSINESS:

a. PUBLIC HEARING: Discussion/Related Action to Adopt Resolution PC 24-06

Recommending the Approval of a Textual Amendment to Title 17 of the City of Holtville Municipal Code to the City Council

George Galvan City Planner

Mr. Galvan explained that state laws frequently change for regulations regarding accessory dwelling units (ADUs) in California. He allowed his associate Francisco Barba to go into further depth on these regulations. In 2022, the Council adopted its 2021-2029 Housing Element in compliance with the State Housing Element Law. The textual amendment of Title 17, Mr. Barba explained, is one factor of implementation of the Housing Element as urged by the department of Housing and Community Development (HCD). Mr. Wells requested clarification as to whether this textual amendment would include modifications to required parking setbacks in residential zones. Mr. Barba confirmed that Resolution PC 24-06 included the mentioned modifications.

A Public Hearing was opened by Commissioner Ramirez at 5:47 PM

No public comments were registered. The Public Hearing was closed at 5:48 PM.

A motion was made by Ms. Camacho and seconded by Ms. Pacheco to approve the action as presented. The motion passed in the form of a roll call vote.

AYES: Camacho, Pacheco, Ramirez

NOES: None

ABSENT: Britschgi, Daniels

ABSTAIN: None

4. INFORMATION ONLY: *None*

5. STAFF REPORTS:

a. City Manager Report - *Nick Wells provided key updates for projects of interest including the Public Safety Building, the 2025 Streets Maintenance Project, the Sunset Rose Apartments, the Pine Crossing Apartments, and the farm labor housing development by Perri & Sons Farms. Mr. Wells stated that based on the municipal election results, a reorganization of the Planning Commission board may be necessary.*

b. Legal Counsel - *Steve Walker*

c. Planning Report - *George Galvan*

d. Building Inspector - *Raylene Tapiceria reported that*

6. Items for Future Meetings: *Board reorganization*

7. ADJOURNMENT: *There being no further business to come before the Commission, Mr. Ramirez adjourned the meeting at 6:00 PM.*

Vanessa Ramirez, Commissioner

Yvette Rios, City Clerk

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City of Holtville Report to Planning Commission

Meeting Date:	December 16, 2024
Item Number:	<u>3 a</u>
Approvals	City Manager _____
	Finance Manager _____
	City Attorney _____

To: Nicholas D. Wells, City Manager
Holtville Planning Commission

From: George Galvan, AICP, City Planner

Prepared By: Melany Amarillas, Assistant Planner

Date: December 16, 2024

Project: **The Alamo River Trail Trestle Bridge project – Draft Initial Study (IS)/Mitigated Negative Declaration (MND)**

SUMMARY:

Subject of Report:	Draft Initial Study (IS)/Mitigated Negative Declaration (MND) for The Alamo River Trail Trestle Bridge
Project Location:	Southwest corner of the City of Holtville within the incorporated City limits and above the Alamo River (APN 045-243-005) (see Attachment A – Project Location Map)
Pending Action:	Adopt Resolution 24-07 PC approving the Initial Study/Mitigated Negative Declaration for submittal to the State Clearinghouse and public review.
Zoning:	(OS) Open Space
General Plan:	(OS) Open Space
Environmental:	Subject to Review by the California Environmental Quality Act (CEQA)

INTRODUCTION & BACKGROUND

The City of Holtville applied for grant funding to the Recreational Trails and Gateway Grant Program administered by the California Natural Resources Agency (CNRA) in 2020. The Recreational Trails and Gateway Grant provides grant funding for non-motorized infrastructure development and enhancements that promote new or alternate access to parks or other natural environments. The City of Holtville was awarded grant monies in the amount of \$1,262,000. The scope of work consists of installing pedestrian decking on the bridge and constructing trail side amenities along the pathway leading to the bridge. The bridge will utilize materials suitable for non-motorized traffic including pedestrians, bicycles, and equestrian users. Amenities such as landscaping, benches, and signage will

also be installed along the trail pathway leading up to the bridge. The trestle bridge project would be a linkage connecting the existing Alamo River Trail to Phase II of the trail project which will ultimately connect to the Holtville Wetlands. Recreation of the trestle bridge would give the public more recreational opportunities within the community. Kleinfelder Engineering is currently preparing the design plans which is anticipated to be completed by the end of the month.

ISSUES FOR DISCUSSION AND REVIEW

The project is subject to the requirements of the California Environmental Quality Act (CEQA) and therefore must be reviewed to ensure that any potential impacts to the environment be identified and addressed. An Initial Study/Mitigated Negative Declaration (**Attachment D**) was prepared in accordance with the requirements of CEQA which covers 21 environmental categories. Less than significant impacts were identified for the following categories: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Recreation, Transportation, Wildfire, and Mandatory Findings of Significance. Potential impacts were identified related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hydrology and Water Quality. Mitigation measures have also been identified to reduce the levels of impact to less-than-significant impacts. The following is a summary of the impacts and mitigation measures.

Air Quality

<u>Impact</u>	<u>Mitigation Measure(s)</u>
<p>The project will result in a net increase in criteria pollutants. The County of Imperial is in a non-attainment region that exceeds pollution limits for one or more criteria pollutants. The County of Imperial is identified as a non-attainment area specifically for both particulate matter (PM10) and ozone. Vehicle trips will be generated by the proposed project during construction. It is estimated that construction will take approximately two (2) months to be completed. Thus, short-term emissions resulting from construction activities must be reduced.</p>	<p>The impact of construction activities will be reduced through the implementation of the following mitigation measures:</p> <p>AQ-1: Dust Control Plan: The contractor shall submit a Dust Control Plan identifying all sources of PM10 Emissions to ICAPCD for approval. Construction of the project site will be subject to the requirements ICAPCD Rule 800, Fugitive Dust Requirement for control of fine particulate matter (PM10).</p> <p>AQ-2: Air Quality Measures: The Applicant shall ensure the following air quality measures are shown on applicable grading permits:</p> <ol style="list-style-type: none"> a. Construction of the project site will be subject to the requirements of the Imperial County Air Pollution Control Standard Mitigation Measures for

Construction Combustion Equipment.

- b. To provide a greater degree of reduction of PM10 emissions from construction combustion equipment, the project shall curtail construction during periods of high ambient pollutant concentrations.
- c. The proposed project shall further implement activity management (e.g. rescheduling activities to reduce short-term impacts).

The project can potentially expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors include but are not limited to young children, the elderly, and the asthmatic population. Therefore, in order to minimize potential impacts, the following mitigation measures must be implemented:

Implement Mitigation Measure AQ-1: Dust Control Plan

Implement Mitigation Measure AQ-2: Air Quality Measures

Biological Resources

<u>Impact(s)</u>	<u>Mitigation Measure(s)</u>
<p>The project can potentially affect any species identified as a candidate, sensitive, a special status species in a local or regional plan, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. A biological survey was prepared in 2016 which determined that no endangered, threatened, or species of concern would be affected by the Alamo River Trail project which encompasses the proposed trestle bridge repairs and trail improvements. The survey further focused on searching for signs of Burrowing Owl (BUOW) activity but made no such findings and determined that the habitat is not favorable to burrowing and that the burrowing owl would not be expected in the trail area which includes the project site.</p>	<p>While the survey did not identify any impact on endangered, threatened, or species of concern, the City of Holtville will still implement the following measures as recommended by the survey:</p> <p>BIO-1: Nesting Bird Survey: If construction is planned between the dates of February 15 through September 1, a nesting bird survey prior to construction is required to prevent violation of the Migratory Bird Treaty Act. Within seven (7) days prior to commencement of grading/construction activities, a qualified biologist shall perform a preconstruction survey within 500 feet of the proposed work limits.</p> <p>BIO-2: Buffers: If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet. A qualified biologist shall monitor the nest(s) weekly after</p>

commencement of construction to ensure that nesting behavior is not adversely affected by such activities.

BIO-3: Noise Mitigation Program: If the qualified biologist determines that nesting behavior is adversely affected by grading/construction activities, then a noise mitigation program shall be implemented in consultation with the California Department of Fish and Wildlife (CDFW), to allow such activities to proceed. Once the young have fledged and left the nest(s), then construction activities may proceed within 300 feet of the fledged nest(s).

BIO-4: Burrowing Owl: Although there were no sensitive species identified by the study, and more specifically, no burrowing owls, the following mitigation measures shall be shown on building plans as details, notes or as otherwise appropriate in the event that burrowing owls are identified during the pre-construction survey: See **Attachment D** – Draft Initial Study/Mitigated Negative Declaration.

The project can potentially affect any riparian habitat or other sensitive natural community identified rare by governmental agencies. Riparian habitats are areas along bodies of water where the soil and vegetation grow and are shaped by the water. Riparian habitats may provide food and breeding sites for many fish and wildlife. The vegetation community along the Alamo Riverbanks mainly consists of weedy plants such as salt cedar, fragmites and arrowweed. While the project is not proposing to remove any existing vegetation, the City will strive to avoid and minimize impacts to the vegetation to the greatest extent possible. Furthermore, the 2016 biological survey concluded that no riparian habitats nor any endangered species of concern would be affected by the Alamo River Trail project.

While the survey did not identify any impact to riparian habitats or other sensitive natural communities, the City of Holtville will still implement the following mitigation measures as recommended by the survey:

Implement Mitigation measure BIO-1: Nesting Bird Survey

Implement Mitigation measure BIO-2: Buffers

Implement Mitigation measure BIO-3: Noise Mitigation Program

Implement Mitigation measure BIO-4: Burrowing Owl

Cultural Resources

Impact(s)

The project may cause a substantial change in the significance of a historical resource. As part of its conditional approval for the proposed project, the City of Holtville required that mitigation measures be prepared to ensure the repairs respect the historic structure's construction and changes over time. In response to the Cultural Resources Survey, A Historic Resources Mitigation Measures study was prepared for the proposed project. The study recommended several mitigation measures to be implemented for the rehabilitation and repair of the bridge to ensure that the historic design and construction of the bridge are part of the improvement project.

Mitigation Measure(s)

With the implementation of these following recommended measures, the impact to the historical resource will be mitigated:

CR-1: Inventory of Existing Conditions: Prior to the repair or rehabilitation of the bridge, it is recommended that an inventory be conducted to determine the age of the current existing materials. Specifically, the different elements of the bridge should be inspected to determine if they are original to the bridge or if they were modified/added at a later date.

CR-2: Historic American Engineering Record: Prior to the repair or rehabilitation of the bridge, it is recommended that the current condition of the bridge be documented through HAER-like documentation. The inventory of existing conditions conducted prior to this task should be used to help describe any modifications that have been made to the bridge and identify the remaining original portions. The HAER-like report should include a written presentation describing the physical entity and any appropriate engineering or architectural elements deemed important to the historical record.

CR-3: Removal of Non-Historic Materials: All materials added to the bridge after its 1904 completion that altered its original appearance should be removed if feasible. This includes the steel truss that was added in place of the original trestle and the metal deck plates added to either side of the railroad tracks. Any additional modern materials identified during the inventory of the bridge, or due to their absence in historic photographs or drawings, should also be removed.

CR-4: Inspection of Existing Materials for Decay and Treatment: The historic materials remaining after modern elements have been removed should be inspected for decay.

CR-5: Repair and Replacement of Decayed or Damaged Materials: All original bridge members

or materials that are rejected due to decay or damage should be repaired or replaced in-kind with historically accurate materials to retain the bridge's original historic character. Historic photographs and drawings found during historical research should be used as guidance for the repair and in-kind replacement of decayed or damaged materials.

The project may potentially change the significance of an archeological resource. Therefore, a sensitivity site map was prepared by Mr. Jay Von Werlhof of Imperial Valley College illustrating general areas that are very sensitive or moderately sensitive to contain prehistoric resources as well as those areas not expected to contain any prehistoric resources. The survey identified the areas along the Alamo River as very sensitive since it was extensively utilized by the Kamia as late as the mid 1800's. The Kamia are North American indigenous people who lived mainly in southern California.

Although a search of existing records on the project site identified no known significant archeological resources for the project, the City of Holtville will still take the following precautionary measures so that any potential impacts to archeological resources are mitigated to less than significant:

CR-6: Project Design: Design and construction of the Pete Mellinger Alamo River Trail and modifications to the historical railroad bridge must be precisely delineated to avoid any identified historic sites.

CR-7: Cultural Materials: The design/construction plans shall further incorporate language that stipulates that if buried cultural materials are encountered during construction, work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the finding.

CR-8: Evaluation Program: If design of the trail is unable to avoid the historic sites beyond 50 feet of their original delineation, a cultural/historic evaluation program to assess potential impacts associated with the proposed project shall be prepared prior to any construction activities and an amendment to this MND shall be prepared and recirculated if further mitigation measures are warranted.

CR-9: Archeologist: An archaeologist shall be present should excavation be proposed at depths greater than five feet.

CR-10: Discovery of Human Remains: If evidence

of human remains is discovered, construction activities within 200 feet of the discovery shall be halted or diverted and the Imperial County Coroner shall be notified (Section 7050.5 of the Health and Safety Code). If the Coroner determines that the remains are Native American, the Coroner will notify the NAHC which will designate a Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The designated MLD will be given 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with recommendations of MLD, the NAHC can mediate (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641).

Geology & Soils

The project can potentially expose people or structures to substantial adverse effects including risk of loss, injury, or death involving strong seismic ground shaking. The City of Holtville, as well as the entire Imperial Valley, is a seismically active area. The project site may be susceptible to potentially strong seismic ground shaking because of the proximity to the Rico Fault (approximately one mile away), Brawley Fault Zone and Imperial Fault Zone. A geotechnical report will be required for the construction of the project. The recommendations from the Geotechnical Study will be followed to avoid potentially significant impacts from seismic activity.

In addition to the geotechnical report, the following mitigation measure will be implemented to avoid potentially significant impacts:

GEO-1: Geotechnical Report: A site-specific geotechnical investigation shall be required to be prepared for the project and the geotechnical report shall be implemented and shown on applicable grading and building plans as details, notes or as otherwise appropriate.

GEO-2: State Building Code: The proposed project is located near active faults; therefore, the proposed bridge repairs and improvements shall be made in accordance with the California State Building Code (Title 24 of the California Administrative Code), which contains specifications to minimize adverse effects due to ground shaking from earthquakes and liquefaction.

GEO-3: State Water Resources Control Board Permit: The Contractor shall comply with the regulatory requirements of the State Water

Resources Control Board's (SWRCB) Order No. 2009-0009 DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity.

GEO-4: Storm Water Pollution Prevention Plan: The City, or its authorized representative, shall require the preparation of a Storm Water Pollution Prevention Plan by a qualified preparer and shall coordinate the Notice of Intent and appropriate annual fees to the State Water Resources Control Board.

GEO-5: Storm Water Pollution Prevention Plan Practitioner: The Contractor shall be responsible for implementation of the SWPPP and shall have a qualified SWPPP Practitioner (QSP) available on site and be responsible for implementation of all Best Management Practices.

Mandatory Findings of Significance

The project can potentially degrade the quality of the environment for a temporary period, reduce the habitat of a fish or wildlife species, threaten to eliminate a plant or animal community, reduce the number of a rare plant or animal, and eliminate important historical resources. The proposed project could have the potential to significantly impact the environment because it has the potential to impact wildlife and cultural resources during construction; however, mitigation measures BIO 1-4 and CR 1-10 have been put in place that would reduce the impacts to less than significant.

Implement Mitigation Measure BIO-1: Nesting Bird Survey.

Implement Mitigation Measure BIO-2: Buffers.

Implement Mitigation Measure BIO-3: Noise Mitigation Program.

Implement Mitigation Measure BIO-4: Burrowing Owl.

Implement Mitigation Measure CR-1: Inventory of Existing Conditions.

Implement Mitigation Measure CR-2: Historic American Engineering Record.

Implement Mitigation Measure CR-1: Removal of Non-Historic Materials.

Implement Mitigation Measure CR-4: Inspection of Existing Materials for Decay and Treatment.

Implement Mitigation Measure CR-5: Repair and Replacement of Decayed or Damaged Materials.

Implement Mitigation Measure CR-6: Project

Design.

Implement Mitigation Measure CR-7: Cultural Materials.

Implement Mitigation Measure CR-8: Evaluation Program.

Implement Mitigation Measure CR-9: Archeologist.

Implement Mitigation Measure CR-10: Discovery of Human Remains.

The project can potentially have environmental effects via air quality during construction which will cause substantial effects on human beings. Therefore, mitigation measures AQ-1 and AQ-2 will be implemented to reduce the impacts to be less than significant.

Implement Mitigation Measure AQ-1: Dust Control Plan.

Implement Mitigation Measure AQ-2: Air Quality Measures.

PUBLIC HEARING REQUIREMENTS

In accordance with the requirements of CEQA, a Notice of Public Hearing was posted at the City of Holtville City Hall on December 4, 2024 (**Attachment B**). The Notice of Public Hearing was also sent for publication to the local newspaper on the 4th of December 2024. Letters were subsequently mailed to affected properties within a 300 feet radius on December 6, 2024.

Once approved by the Planning Commission, the Initial Study and Mitigated Negative Declaration will be submitted to the State Clearinghouse (SCH) for distribution to State Agencies for review and comments. The public will also have the opportunity to review and comment for a period of 30 days. Comments and responses to these comments will be presented to the Planning Commission in February 2026.

NEXT STEPS

Unless significant comments are received on the draft Initial Study/Mitigated Negative Declaration, the following schedule of events is proposed:

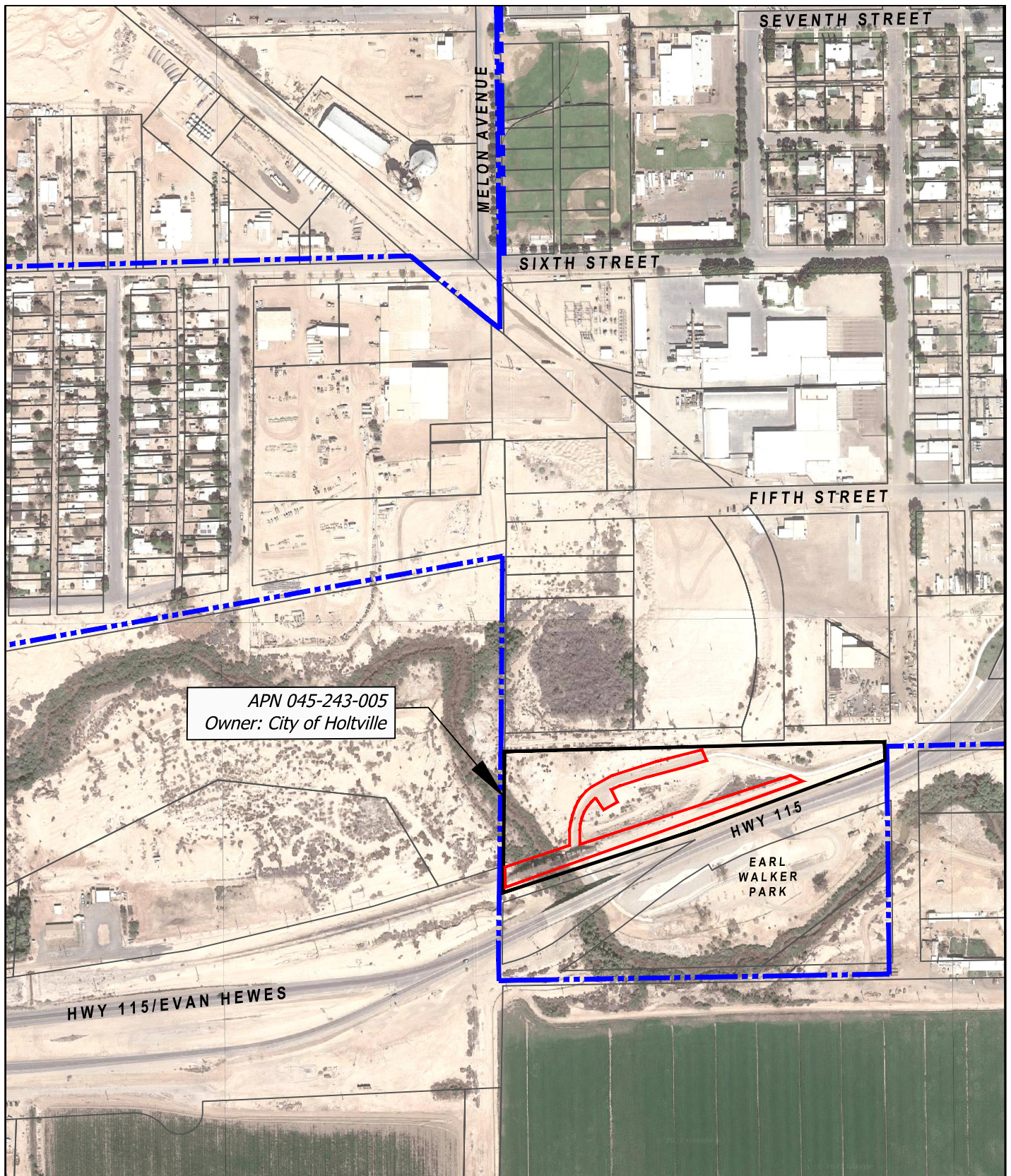
Adopt and Certify MND	February 2025
Advertise for Bids	February 2025
Open Bids	March 2025
Award Construction Contract	March 2025
Start Construction	April 2025
End Construction	April 2026
Grant Closeout	May 2026
Grant Expiration	March 2027

FINDING AND PENDING ACTION

Adopt Resolution PC 24-07 instructing staff to submit the Initial Study/Mitigated Negative Declaration to the State Clearinghouse and public review.

Attachments: Attachment A – Vicinity Map
Attachment B – Notice of Public Hearing Posted
Attachment C – Resolution PC 24-07
Attachment D – Draft Initial Study/Mitigated Negative Declaration

Attachment A – Vicinity Map



APN 045-243-005
Owner: City of Holtville

Project Area

 City Limits

 Property Line

The Holt Group, Inc. ENGINEERING • PLANNING • SURVEYING		
1601 N. Imperial Ave. El Centro, California 92243	(760)337-3883	 NOT TO SCALE

ALAMO RIVER
 TRESTLE BRIDGE TRAIL
 HOLTVILLE, CA

VICINITY MAP

THG Project No. 116.489
 Date: 12/06/2024

Attachment B – Notice of Public Hearing

PUBLIC NOTICE



Notice of Public Hearing

City of Holtville

Notice is hereby given that a public hearing will be held by the City of Holtville Planning Commission at the date, time, and place indicated below. The purpose of the public hearing will be to hear comments from the public regarding the following subject:

Project: The Alamo River Trail Trestle Bridge Mitigated Negative Declaration (MND)	Location: Southwestern edge of the City Limits of the City of Holtville (APN: 045-243-005)
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The City of Holtville was awarded grant funds in the amount of \$1,262,000 by the Recreational Trails and Gateway Grant Program administered by the California Natural Resources Agency (CNRA) in 2020. The City of Holtville is scheduled to repair the Trestle Bridge by 2025 with grant funds along with local funds. The reconstruction of the Trestle Bridge will consist of installing pedestrian decking on the bridge and constructing trail side amenities along the pathway leading to the bridge. All projects that may have a substantial impact on the environment are subject to the California Environmental Quality Act (CEQA). Therefore, the purpose of this meeting is to present the draft Mitigated Negative Declaration to both the public and Planning Commission for comments.

Planning Commission Hearing Date: December 16, 2024
Hearing Time: 5:30 PM
Hearing Location: Holtville City Hall
121 W. 5th Street

Copies of pertinent information are available for review at the City Hall during regular business hours. If you would like to know more about the proposed project prior to the public hearing, please contact Melany Amarillas, Assistant Planner, at (760) 337-3883 or via email at mamarillas@theholtgroup.net.

Any person desiring to comment on the above project may do so in writing or may appear in person at the public hearing. Written comments should be directed to the Holtville City Clerk, 121 West 5th Street, Holtville, CA 92250 and be delivered prior to the Public Hearing date. Please reference the project name in all written correspondence.

Attachment C – Resolution PC 24-07

RESOLUTION NO. PC 24-07

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLTVILLE
APPROVING THE SUBMITTAL OF AN INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION FOR THE ALAMO RIVER TRESTLE BRIDGE TRAIL TO THE STATE
CLEARINGHOUSE AND FOR PUBLIC REVIEW**

WHEREAS, the City of Holtville applied for grant funding to the Recreational Trails and Gateway Grant Program administered by the California Natural Resources Agency (CNRA) in 2020; and

WHEREAS, the City of Holtville was awarded grant monies in the amount of \$1,262,000 to reconstruct the Trestle Bridge and construct trail side amenities along the pathway leading to the bridge; and

WHEREAS, the Alamo River Trestle Bridge Trail is subject for review under the California Environmental Quality Act (CEQA); and

WHEREAS, the City of Holtville instructed staff to proceed with the development of an Initial Study/Mitigated Negative Declaration; and

WHEREAS, an Initial Study/Mitigated Negative Declaration was prepared and shall be presented for authorization of submittal to the State Clearinghouse and for circulation to the public; and

WHEREAS, a notice of public hearing was posted at City Hall on December 4, 2024, and circulated to property owners within 300 feet on December 6, 2024; and

WHEREAS, the Planning Commission conducted a duly noted public hearing on December 16, 2024 to review all pertinent information and to hear public comments for the Alamo River Trestle Bridge Trail Initial Study/Mitigated Negative Declaration; and

NOW THEREFORE LET IT BE RESOLVED, that the Planning Commission of the City of Holtville hereby approves the submittal of an Initial Study/Mitigated Negative Declaration for the Alamo River Trestle Bridge Trail based on the following findings:

- A)** That the foregoing recitations are true and correct; and
- B)** That the foregoing has been reviewed in accordance with the requirements set forth by the City of Holtville for implementation of the California Environmental Quality Act; and

PASSED, APPROVED, AND ADOPTED at the regular meeting of the Planning Commission of the City of Holtville, California held on this 16th day of December 2024.

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Ross Daniels, Chairman

Yvette Rios, City Clerk

**Attachment D – Draft Initial Study/Mitigated
Negative Declaration**



City of Holtville

Draft Initial Study/ Mitigated Negative Declaration

December 2024

- 1. Project Title:** The Alamo River Trail Trestle Bridge
- 2. Lead Agency:** **City of Holtville**
Name, Address & Phone: 121 W. Fifth Street
Holtville, CA 92250
Contact: George Galvan, AICP
(760) 337-3883
jgalvan@theholtgroup.net
- 3. Project Sponsor:** **City of Holtville**
Name, Address & Phone: 121 W. Fifth Street
Holtville, CA 92250
Contact: George Galvan, AICP
(760) 337-3883
- 4. Project Location:** The proposed project site is located within a 5.91-acre parcel, Assessor's Parcel Number (APN) 045-243-005, at the southwest corner of the City of Holtville within the incorporated city limits and above the Alamo River (**Please see Exhibit A – Regional Location Map and Exhibit B – Project Vicinity Map**).
Map Attached
- 5. Project Description:** The Alamo River Trail Trestle Bridge was constructed around circa 1904 with a length of about 350 feet, is an open deck bridge consisting of several short spans and is supported by a system of splayed vertical structural elements. A particular feature of this trestle is the apparent composite of both a timber bent system at both ends and a steel space truss system in the middle. The steel truss occupies the mid one-third of the length of the trestle and is bolted with rivet type connections. The steel rails have long been removed by A & K Railroad Materials for salvage use. As such, the remaining transverse timber beams, spaced at about 2 to 3 feet on center, form the current main top surface of the deck. These transverse beams are about 7-1/2 inch wide by 9-1/2 inch deep over the longitudinal wood girders and increase to 9-1/2 by 16 inches over the top chords of the steel truss. On each end of the transverse beams, a 3-foot-wide metal grating sidewalk supported by double cantilevered wood rafters provides access and adds to the total width of the trestle top deck. A set of 3'-6" tall vertical metal angles at about 3' on center are bolted to the tips of the double cantilevers to form a handrail system with horizontal cables. In August of 2009 a fire occurred in the vicinity of the trestle bridge which resulted in significant damage. A 2010 visual review of the trestle bridge found that the deck, support cross beams, grating, railings, and bents were completely damaged and in need of full replacement.

The trestle bridge repair will result in the replacement of the damaged structural bent timbers, structural cross beams, and other structural components. More specifically, the rehabilitation will consist of the demolition and replacement of the damaged portions of the bridge (approximately 1,000 square feet), and the

installation of 3,500 square feet of bridge decking suitable for non-motorized trail users, 350 linear feet of Americans with Disabilities Act (ADA) compliant bridge railings suitable for pedestrians and bicycles, and 350 square feet of bridge landing suitable for the transition between the bridge and the existing Alamo River Trail. The damaged structures will be replaced with timber, when feasible, to match the nondamaged portion of the bridge and restore the aesthetic appeal of the bridge. The improvements will result in the repair and conversion of the existing trestle bridge into a multimodal pathway suitable for non-motorized users including pedestrians, bicycles and equestrian traffic.

The project will also include improvements to the existing Alamo River Trail aimed at extending the trail to connect to the trestle bridge walkway. The trail improvements will consist of an 8-foot wide, 12 inch deep, class 2 base trail continuation section from the east edge of the Alamo River Bridge to the existing 8-foot-wide plain cement concrete trail. Additional improvements include trail side amenities consisting of 45,000 square feet of mulch, fifteen (15) trees from fifteen (15) gallon containers, thirty-five (35) each of bushes, shrubs, and grasses, six (6) benches, two (2) informational kiosks, four (4) "No Motor Vehicles" signs, and one (1) funding acknowledgement sign. All proposed landscaping will comply with the State Model Water Efficient Landscape Ordinance (MWELO) and have its own irrigation consisting of drip fittings and tree bubblers.

- 6. General Plan Designation:** **City Existing:** Open Space
Proposed: No Change

The proposed project will further program number 6 of the Circulation Element of the 2017 General Plan which consists of developing a pedestrian and bicycle network with the goal of connecting public, residential, and business areas within the City of Holtville.

- 7. Zoning:** **City Existing:** Open Space
Proposed: No Change

The proposed project will further the intent of Open Space zones which is to provide open spaces for the preservation of natural resources, managed production of resources, outdoor recreation, the protection of public health and safety, and the preservation of natural scenic areas for the existing and future population.

- 8. Surrounding Land Uses and Setting:** The properties bordering the north and west boundaries of the project site are undeveloped while to the south and east boundary lie State Highway 115 managed by the California Department of Transportation. Project activities will not encroach into neighboring properties and will remain within the project site.

- 9. Other Agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)**

- a) California Water Resources Control Board

- 10.** Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? While the City of Holtville has not received a request for consultation for the project pursuant to California Public Resources Code Section 21080.3.1, the draft IS/MND will be sent to the Native American Heritage Commission for review and comment prior to adoption of the final IS/MND.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

EXHIBIT A – REGIONAL LOCATION MAP

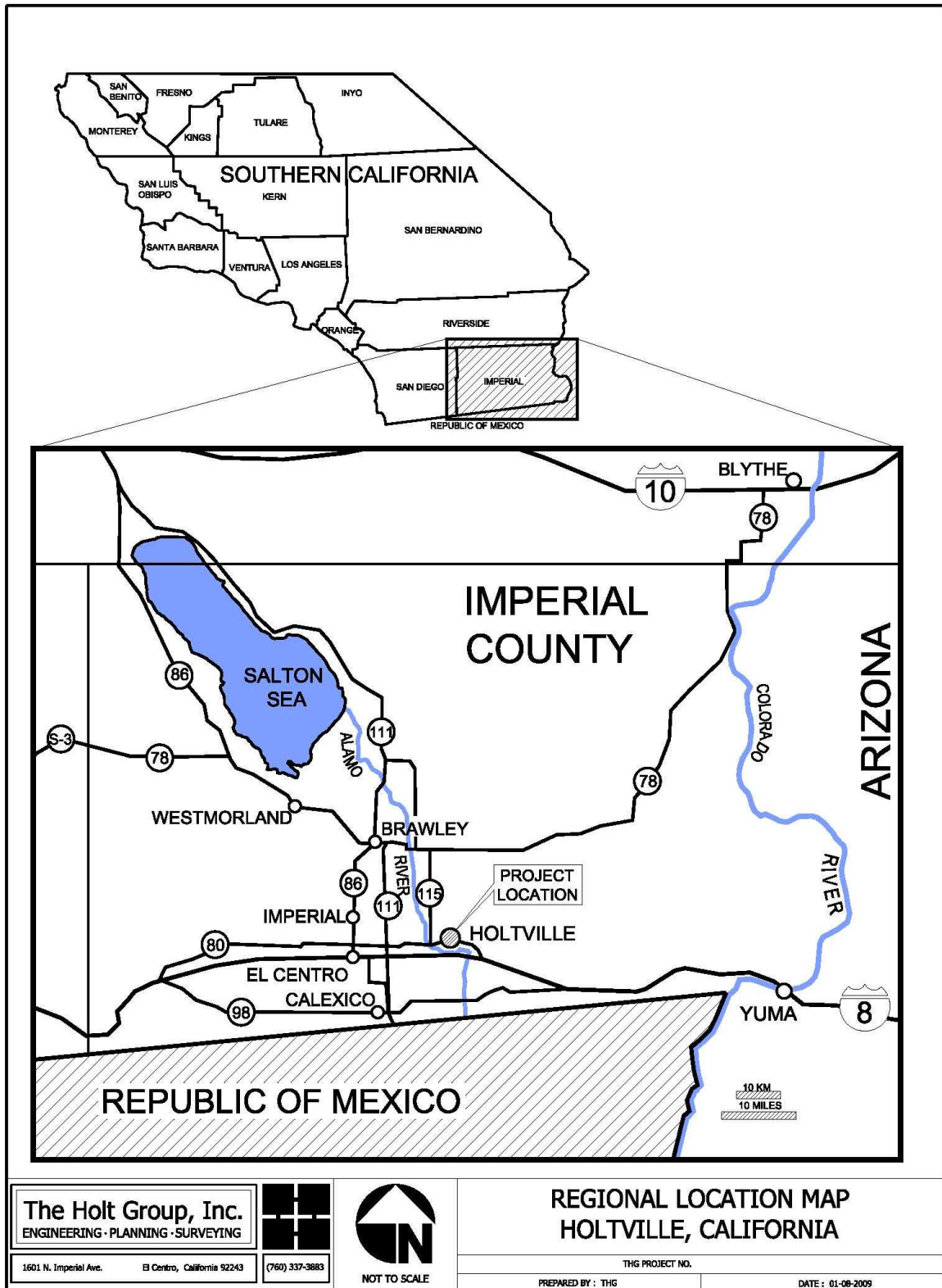
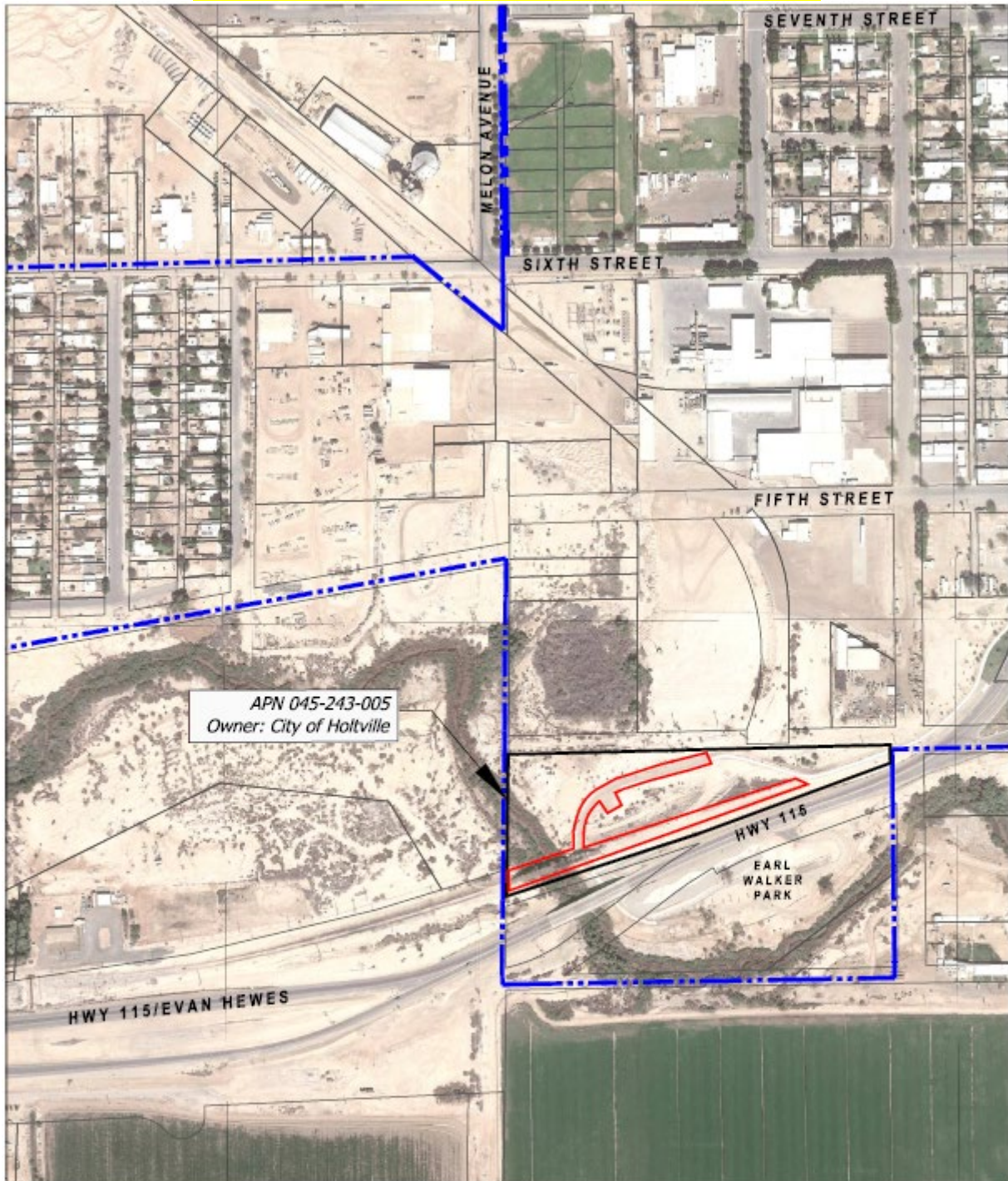


EXHIBIT B – THE ALAMO RIVER TRAIL TRESTLE BRIDGE



The Holt Group, Inc. ENGINEERING - PLANNING - SURVEYING 1601 N. Imperial Ave. El Centro, California 92243 (760)337-3883	 NOT TO SCALE	ALAMO RIVER TRESTLE BRIDGE TRAIL HOLTVILLE, CA	VICINITY MAP THG Project No. 116.489 Date: 12/06/2024

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

	Aesthetics		Agricultural and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology/Soils		Greenhouse Gas Emissions		Hazard & Hazardous Materials
	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
	Noise		Population/Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities/Service Systems		Wildfire	X	Mandatory Findings of Significance

ENVIRONMENTAL REVIEW COMMITTEE DETERMINATION:

On the basis of the attached Initial Study, the City of Holtville’s Environmental Review Committee finds that:

The proposed project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
The proposed project could have a significant effect on the environment; however, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
The proposed project MAY have a significant effect(s) on the environment and an ENVIRONMENTAL IMPACT REPORT is required	
The proposed project MAY have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated." A FOCUSED ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (1) have been analyzed in an earlier EIR pursuant to applicable standards and (2) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. No further action is required.	

CA Department of Fish and Game

VOTE

No Impact Finding Requested

Yes	No	Abstain	Members of the EEC
X			Public Works
X			Police
X			Fire
X			Planning
X			Finance

George Galvan, AICP, City Planner Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (*e.g.* general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantially adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Background:

The main proponent of the proposed project consists of the demolition and replacement of the damaged structural bent timbers, cross beams, and other structural components of the trestle bridge along with the installation of new decking to serve as a multimodal pathway suitable for non-motorized users including pedestrians, bicycles and equestrian traffic. Additional improvements consist of extending the existing Alamo River Trail to connect to the trestle bridge and the addition of trail side amenities such as landscaping, benches, and signage. The trestle bridge dates to 1904 where it served freight rail traffic up to 1995 when said traffic ceased operation. The trestle bridge is composed of both a timber bent system at both ends and a steel space truss system in the middle making for a unique landmark in the City of Holtville visible to pedestrian traffic along the Alamo River Trail and vehicular traffic traveling through State Highway 115 just south of the bridge. The materials making up the trestle bridge complement the City of Holtville’s historic architecture which includes classical revival, mission revival, and California desert architectural styles. As such, all damaged segments of the trestle bridge will be replaced with materials intended to match the nondamaged portions of the bridge and conserve its aesthetic design to the maximum extent possible. Once completed, the pedestrian walkway atop the trestle bridge will provide an overhead view of the Alamo River which consists of undisturbed land with overgrown brush and arrowweed, salt cedar, quail bush, iodine bush, phragmites, mesquite, desert mistletoe, creosote, and five hook bassia. Upon completion, the extension of the existing Alamo River Trail to the trestle bridge will provide more recreational amenities and improve public access to the bridge’s visual character and quality of the Alamo River open space. The project does not include any changes or alterations to the Alamo River and will only replace damaged portions of the trestle bridge with the same or similar materials, install a pedestrian walking trail on the deck of the bridge, and pave the existing unpaved portions of the Alamo River Trail up to the trestle bridge. Thus, the project will preserve the surrounding area and minimize all aesthetic impacts to the lowest extent possible. Therefore, there will be no significant adverse impacts to the aesthetics of the surrounding areas.

Aesthetics Impact Discussion:

- a) **Have a substantial adverse effect on a scenic vista? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. To preserve the visual aesthetic of the trestle bridge, the materials used for replacement will be the same or similar to the nondamaged segments of the bridge. The trestle bridge overlooks the Alamo River, which provides a scenic view of the natural areas along the river. By repairing the bridge and establishing a pedestrian walkway, the City of Holtville will be opening the scenic view to the public while retaining its aesthetic properties. The improvements to the Alamo River Trail will replace the existing gravel portions of the trail and add additional amenities to make it more accessible to the public and protect the natural aesthetics of the Alamo River by limiting pedestrian traffic to an established walking and bicycle trail. Therefore, the project will not result in any adverse effects on a scenic vista.
- b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The project will not damage, alter, or remove any scenic resources from the Alamo River. The project will instead repair and improve an existing structure and walking trail through the addition of native landscaping and trail side amenities along the existing trail. Furthermore, the California Department of Transportation does not list any scenic highways near the project site. Therefore, there will be no impact.
- c) **In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? - Less Than Significant Impact** - The trestle bridge provides an overhead view of the Alamo River which currently consists of undisturbed land with overgrown brush and arrowweed, salt cedar, quail bush, iodine bush, phragmites, mesquite, desert mistletoe, creosote, and five hook bassia. The Alamo River Trail takes advantage of this natural scenery by implementing a pedestrian trail to give users an accessible public trail and protecting the natural aesthetics of the Alamo River by limiting nonmotorized traffic to an established walking and bicycle trail. The project will provide a unique view of the wildlife along the Alamo River via the repair of the trestle bridge, installing a multimodal walkway on the deck of the bridge, and completing the improvements to the Alamo River Trail. Rather than degrade the existing public view, the project will further enhance it via the creation of a new vista at the top of the bridge. Additionally, the proposed project furthers the goal of the City of Holtville Zoning Ordinance as it is located within an open space zone which is intended for the preservation of natural resources, managing production of resources, outdoor recreation, protection of public health and safety, and preservation of natural scenic areas for the existing and future population. Therefore, the proposed project will have a less than significant impact.
- d) **Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? - Less Than Significant Impact** - The proposed project does not include any structures or building materials with highly reflective properties such as glass or high gloss surface colors that would adversely affect day or nighttime views in the area. While solar bollard lights are proposed for the pedestrian walkway, said fixtures are intended to ensure the health and safety of the public utilizing the bridge and will have all lighting fixtures directed on the walkway away from the Alamo River and surrounding properties. Therefore, the project will have a less than significant impact.

II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Background:

The Alamo River Trail Trestle Bridge was constructed around circa 1904 where it operated as a bridge for freight rail traffic until it was decommissioned in 1995. Since its decommissioning the bridge remained unutilized until its acquisition by the City of Holtville and plans to convert it into a multimodal walkway went underway. The Alamo River Trail was officially opened to the public in 2016 and continues to operate as an accessible trail for public use. The project site is unsuitable for agricultural use given its proximity to the Alamo River and the sloped topographical nature of the surrounding land. There is also no history of prior agricultural uses in or near the project site. Furthermore, neither the United States Forest Service nor the Bureau of Land Management identify any forest lands within the County of Imperial where the proposed project is located.

Agricultural Resources Impact Discussion:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? - No Impact** - The trestle bridge served as a bridge for freight rail traffic from 1904 to 1995 where it was decommissioned and remained unused for decades. While the City of Holtville Zoning Ordinance allows specific agricultural uses within Open Space zones, the proximity to the Alamo River and sloped topography makes the land unsuitable for agricultural uses. Thus, there is no history of the project site being utilized for agricultural uses. Furthermore, the California Department of Conservation Farmland Mapping and Monitoring Program classifies the project site as other land which includes vacant nonagricultural land as part of its description. Therefore, the proposed project will have no impact on important farmland.
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract? - No Impact** - The proposed project site is zoned Open Space which is intended for the preservation of natural resources, managing production of resources, outdoor recreation, protection of public health and safety, and preservation of natural scenic areas for the existing and future population. While limited agricultural uses are permitted in Open Space zones, the proximity to the Alamo River and topography makes it unsuitable for agricultural uses. Furthermore, the surrounding properties are all zoned industrial and residential mixed-use which do not permit agricultural uses nor are they within a Williamson Act contract. Therefore, the proposed project will have no impact.
- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 511040(g))? - No Impact** - According to the United States Forest Service and the Bureau of Land Management, there are no forest lands nor timber lands within the County of Imperial where the proposed project is located. Therefore, the proposed project will have no impact on both forest and timber lands.
- d) **Result in the loss of forest land or conversion of forest land to non-forest use? - No Impact** - As previously mentioned, neither the United States Forest Service nor the Bureau of Land Management identify forest lands nor timber lands within the County of Imperial where the proposed project is located. Therefore, the proposed project will have no impact on forest and timber lands.
- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? - No Impact** - As previously mentioned, the California Department of Conservation Farmland Mapping and Monitoring Program classifies the project site as other land or vacant nonagricultural land while both the United States Forest Service and the Bureau of Land Management lists zero forests within the County of Imperial where the proposed project is located. Therefore, there is no risk of converting farmland into nonagricultural uses nor forest land into non forest use. Thus, the proposed project will have no impact.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Background:

The project site is located within the Salton Sea Air Basin. The Imperial County Air Pollution Control District (ICAPCD) is responsible for ensuring that all State and Federal ambient air quality standards are achieved and maintained within the County of Imperial. The County of Imperial is designated as a “non-attainment” area with respect to Federal Standards for both particulate matter (PM10) and ozone (smog). Rural single-family homes are within a quarter mile of the project site and immediate vicinity which are considered sensitive receptors. Grading and construction activities of the proposed project may generate significant amounts of dust (PM 10). It is estimated that construction will take approximately two (2) months to complete. Mitigation measures will need to be incorporated to lessen impacts from dust, in accordance with ICAPCD regulations.

Air Quality Impact Discussion:

- a) Conflict with or obstruct implementation of the applicable air quality plan? - Less Than Significant Impact** - Operation of the proposed railroad bridge repair and Alamo River Trail improvements will not result in emissions of significant quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board, nor will it obstruct the implementation of any air quality plan. ICAPCD requires all construction projects to acquire a permit prior to any construction activities. Rather than conflict or obstruct the implementation of an air quality plan, the City of Holtville will require the preparation of a dust control plan and the implementation of air quality measures as required by ICAPCD. Therefore, the proposed project will have a less than significant impact to any applicable air quality plans.
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? - Potentially Significant Unless Mitigation Incorporated** - The County of Imperial is a nonattainment area for both particulate matter (PM10) and ozone. Vehicle trips will be generated by the proposed project during construction. According to ICAPCD, projects that generate less than 2,000 average daily trips (ADT) are below the screening level criteria. Thus, Short-term emissions resulting from construction activities will need to be reduced through

the implementation of mitigation measures incorporated into the project. It is estimated that construction will take approximately two (2) months to be completed.

Mitigation Measures

AQ-1: Dust Control Plan

The contractor shall submit a Dust Control Plan identifying all sources of PM10 Emissions to ICAPCD for approval. Construction of the project site will be subject to the requirements of ICAPCD Rule 800, Fugitive Dust Requirement for control of fine particulate matter (PM10).

- *Inactive Construction Areas:* Apply non-toxic soil stabilizers, dust suppressants, tarps, or other suitable material to all inactive construction areas. Visible emissions shall be limited to 20% opacity for dust emissions.
- *Active Site Area:* Water active site areas twice daily or as needed to comply with Regulation VIII.
- *Storage Piles:* Control dust for material storage piles by either enclosing, covering and watering twice daily or as needed to comply with Regulation VIII. Outdoor storage of fine particulate material is prohibited.
- *Hauling:* All trucks hauling dirt, sand, soil, or other loose materials shall be covered, unless six inches of freeboard space from the top of the container is maintained with no spillage. In addition, the cargo compartment of all haul trucks is to be cleaned or washed at the delivery site after removal of bulk material.
- *Adjacent Roadways:* Pave permanent roads as quickly as possible to minimize dust. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the project site. Sweep streets at the end of the day.
- *Unpaved Roads and Parking/Staging Areas:* Apply water three times daily, dust suppress or chemically stabilize with non-toxic soils all unpaved roads and parking. Visible emissions shall be limited to 20% opacity.
- *Speed Limit:* Traffic speeds on unpaved roads shall be limited to 5 miles per hour.
- *Construction Roadways:* Pave construction roads that have a traffic volume of more than 50 daily trips. Access roads leading into the construction site shall be paved at least 25 feet from the main road.
- *Disturbed Areas:* When active construction ceases on the site, replace ground cover as quickly as possible.
- *Track Out or Carry Out:* Track out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an urban area.

Timing/Implementation: Prior to and during construction/Contractor

Enforcement/Monitoring: City of Holtville

AQ-2: Air Quality Measures

The Applicant shall ensure the following air quality measures are shown on applicable grading permits:

- a. Construction of the project site will be subject to the requirements of the Imperial County Air Pollution Control Standard Mitigation Measures for Construction Combustion Equipment:

- Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel-powered equipment.
 - Minimize idling time either by shutting equipment when not in use or reducing the time of idling to 5 minutes as a maximum.
 - Limit, to the extent feasible, the hours of operation of heavy-duty equipment and/or the amount of equipment in use.
 - Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).
 - Maintain all construction equipment in proper tune according to manufacturer's specifications; fuel off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generators sets, compressors, with ARB certified motor vehicle diesel fuel.
- b. To provide a greater degree of reduction of PM10 emissions from construction combustion equipment per Air Pollution Control District recommendations, the project shall curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak hour of vehicular traffic on adjacent roadways.
- c. The proposed project shall further implement activity management (e.g. rescheduling activities to reduce short-term impacts).

Timing/Implementation: During Construction/Contractor

Enforcement/Monitoring: City of Holtville

- c) Expose sensitive receptors to substantial pollutant concentrates? - Potentially Significant Unless Mitigation Incorporated** - The proposed project is located within a quarter of a mile of existing residences. The potential increase in emissions within this area and region, as a result of the construction of the proposed project in addition to other related activities have the potential to contribute to the generation of pollutant concentrates. The project will need to incorporate dust control measures in accordance with ICAPCD regulations for dust control during construction activities. It is estimated that construction will take approximately two (2) months to be completed. Mitigation measures have been incorporated to mitigate any potential impacts caused by the project.

Mitigation Measures

Implement Mitigation Measure AQ-1: Dust Control Plan

Implement Mitigation Measure AQ-2: Air Quality Measures

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? - Less Than Significant Impact** - The proposed project is adjacent to vacant parcels and State Highway 115 which are within a quarter of a mile from the nearest sensitive receptor (residential zone) and at a lower elevation from said receptors making the generation of odors above what is normal in the area unlikely during construction. Therefore, the project will have a less than significant impact.

IV. BIOLOGICAL RESOURCES – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Background:

A formal biological survey was conducted in June of 2016 for the City of Holtville Alamo River Wetlands Walking Trail project which stretches approximately 1.3 miles from Earl Walker Park, 500 feet south of the project site, to the City of Holtville Wetlands north of the project site. While the survey spans the length of the proposed Alamo River Walking trail, the trestle bridge project is well within the biological surveys scope given that the trestle bridge and portions of the trail to be improved are part of the overall Alamo River Trail project. The 2016 biological survey concluded by stating that no riparian habitats nor any endangered, threatened, or species of concern would be affected (See **Appendix A - Biological Report**). Nonetheless, disturbance from construction activities within this area is still a possibility and recommended mitigation measures will be in place.

Biological Resources Impact Discussion:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? - Potentially Significant Unless Mitigation is Incorporated** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The 2016 biological survey determined that no endangered, threatened, or species of concern would be affected by the Alamo River Trail project which encompasses the proposed trestle bridge repairs and trail improvements. The survey further focused on searching for signs of Burrowing Owl (BUOW) activity but made no such findings and determined that the habitat is not favorable to burrowing and that the burrowing owl would not be expected in the trail area which includes the project site. While the survey did not identify any impact on endangered, threatened, or species of concern, the City of Holtville will still implement the following measures as recommended by the survey.

Mitigation Measures

BIO-1: Nesting Bird Survey

If construction is planned between the dates of February 15 through September 1, a nesting bird survey prior to construction is required to prevent violation of the Migratory Bird Treaty Act. Within seven (7) days prior to commencement of grading/construction activities, a qualified biologist shall perform a preconstruction survey within 500 feet of the proposed work limits.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

BIO-2: Buffers

If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet. A qualified biologist shall monitor the nest(s) weekly after commencement of construction to ensure that nesting behavior is not adversely affected by such activities.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

BIO-3: Noise Mitigation Program

If the qualified biologist determines that nesting behavior is adversely affected by grading/construction activities, then a noise mitigation program shall be implemented in consultation with the California Department of Fish and Wildlife (CDFW), to allow such activities to proceed. Once the young have fledged and left the nest(s), then construction activities may proceed within 300 feet of the fledged nest(s).

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

BIO-4: Burrowing Owl

Although there were no sensitive species identified by the study, and more specifically, no burrowing owls, the following mitigation measures shall be shown on building plans as details, notes or as otherwise appropriate in the event that burrowing owls are identified during the pre-construction survey:

- a. In the event that an active burrow is found, the active burrow that is in the zone of construction should be passively relocated, following guidelines found within California Department of Fish and Game (CDFG) guidelines with consultation with CDFG Bermuda

Dunes office. Prior to relocation, two artificial burrows per active burrow to be closed will be installed in the vicinity of the trail Alamo River.

- b. Burrowing owl worker training should be given to construction workers prior to the start of work by a qualified biologist, which would include the following information:
- Distribution
 - General behavior and ecology
 - Sensitivity to human activities
 - Legal protection
 - Penalties for violations of State or Federal laws
 - Reporting requirements
 - Project protective mitigation measures
 - A wallet card will be given to each worker

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? - Potentially Significant Unless Mitigation Measures are Incorporation** - Sensitive habitats are those that are designated either rare within the region by governmental agencies or known to support sensitive animal or plant species and/or they serve as "corridors" for wildlife within the region. The vegetation community along the Alamo Riverbanks mainly consists of weedy plants such as salt cedar, fragmites and arrowweed. The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. While the project is not proposing to remove any existing vegetation, the City will strive to avoid and minimize impacts to the vegetation to the greatest extent possible. Furthermore, the 2016 biological survey concluded that no riparian habitats nor any endangered, threatened, or species of concern would be affected by the Alamo River Trail project which encompasses the proposed project area. While the survey did not identify any impact to riparian habitats or other sensitive natural communities, the City of Holtville will still implement the following mitigation measures as recommended by the survey.

Mitigation Measures

Implement Mitigation measure BIO-1: Nesting Bird Survey

Implement Mitigation measure BIO-2: Buffers

Implement Mitigation measure BIO-3: Noise Mitigation Program

Implement Mitigation measure BIO-4: Burrowing Owl

- c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? - No Impact** - The proposed project site does not contain areas targeted for preservation and enhancement as wetlands. The nearest wetland planning area is located 1.3 miles north of the project site but will have no direct effect on the site. Therefore, the proposed project will not have any adverse impacts on federally protected wetland stream channels.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? - Less Than Significant Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. While the project is expected to open access to the bridge and increase the human use of the trail, the affected areas are already disturbed and will not negatively encroach, nor impact areas used by wildlife. Therefore, the proposed project is expected to have a less than significant impact on the movement of wildlife species in the area.
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? - No Impact** - There are no local ordinances or policies in effect protecting biological resources within or near the project site; therefore, there will be no impact.
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? - No Impact** - The proposed project site is not located within or in the vicinity of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; therefore, there will be no impact.

V. CULTURAL RESOURCES – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of designated cemeteries?			X	

Background:

In Imperial County, approximately 7,000 prehistoric archaeological sites have been recorded (Imperial County General Plan, 1998). A wide variety of site types are represented including settlements, trails, rock art, geoglyphs, fish traps, and resource procurement and manufacturing locations. The distribution and availability that currently exists is a direct consequence of several environmental and historic factors which include the periodic flooding of ancient Lake Cahuilla and the existence of the New River and Alamo River. These factors encouraged prehistoric settlement and resource use in the vicinity of their shorelines and riverbanks.

Within the City of Holtville there are various historic structures including City Hall, Holt Park, and the water tower (Holtville, 2003). Although the City of Holtville has many properties with historic value, none have been recognized as a California Historical Landmark within City Limits. The nearest historical landmark is the Tecolote Rancho Site, located approximately 1.5 miles from the proposed project site on East Country Highway 8 and Barbara Worth Road. Out of an abundance of caution, a cultural resources survey was completed in July of 2016 which resulted in the identification of two previously recorded historical resources located outside of the project but within half a mile of the project site: 1) Holt Park (City Hall Buildings) and the Ash Main Canal (**See Appendix B-Cultural Resources Report**).

Furthermore, on January 31, 2022, a Historic Resources Mitigation Measures report was conducted to clarify mitigation measures for the proposed improvements to ensure any restoration of the bridge is done with the intent to preserve its historical structure and characteristics (See **Appendix C – Historic Resources Mitigation Measures for the Holton Interurban Railway Alamo River Trestle Bridge**).

Cultural Resources Impact Discussion:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? - Potentially Significant Unless Mitigated** - Approximately 200 historic sites have been recorded in Imperial County. A record search through the Southeast Information Center (SIC) located at the Imperial Desert Museum did not identify any known historical resources eligible for the California or National Register near the proposed project site. As part of its conditional approval for the proposed project, the City of Holtville required that mitigation measures be prepared prior to initiating the repair of the trestle bridge to ensure the repairs respect the historic structure's construction and changes over time. In response to the Cultural Resources Survey, A Historic Resources Mitigation Measures study was prepared for the proposed project. The study recommended several mitigation measures to be implemented for the rehabilitation and repair of the bridge to ensure that the historic design and construction of the bridge are part of the improvement project. With the implementation of these recommended measures, the impact to the historical resource will be mitigated.

Mitigation Measures:

CR-1: Inventory of Existing Conditions

Prior to the repair or rehabilitation of the bridge, it is recommended that an inventory be conducted to determine the age of the current existing materials. Specifically, the different elements of the bridge should be inspected to determine if they are original to the bridge or if they were modified/added at a later date. If individual members were replaced in-kind as part of the maintenance of the bridge over time, these do not need to be removed. Only materials that altered the original design or appearance of the bridge should be removed; however, replacement members should be noted in the inventory for documentation purposes.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-2: Historic American Engineering Record

Prior to the repair or rehabilitation of the bridge, it is recommended that the current condition of the bridge be documented through HAER-like documentation. The inventory of existing conditions conducted prior to this task should be used to help describe any modifications that have been made to the bridge and identify the remaining original portions. The HAER-like report should include a written presentation describing the physical entity and any appropriate engineering or architectural elements deemed important to the historical record. The report should provide a history of the bridge and its association with the development of the cities of El Centro and Holtville. The HAER-like process includes gathering historic photographs and any available engineering drawings, plans, and elevations. The formal recordation of the current configuration of the bridge includes digital photographs keyed to an engineering map of the bridge and a site plan to show the location of each photograph. All information and photographs generated by the HAER-like program should be incorporated into a report and attachments prepared for submittal to the City of Holtville and any designated curation centers.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-3: Removal of Non-Historic Materials

All materials added to the bridge after its 1904 completion that altered its original appearance should be removed if feasible. This includes the steel truss that was added in place of the original trestle and the metal deck plates added to either side of the railroad tracks. Any additional modern materials identified during the inventory of the bridge, or due to their absence in historic photographs or drawings, should also be removed.

Timing/Implementation: During Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-4: Inspection of Existing Materials for Decay and Treatment

The historic materials remaining after modern elements have been removed should be inspected for decay.

Timing/Implementation: After Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-5: Repair and Replacement of Decayed or Damaged Materials

All original bridge members or materials that are rejected due to decay or damage should be repaired or replaced in-kind with historically accurate materials to retain the bridge's original historic character. Historic photographs and drawings found during historical research should be used as guidance for the repair and in-kind replacement of decayed or damaged materials. Any materials to be added to the historic bridge to facilitate the pedestrian use of the river crossing as part of the trail project shall match, to the extent possible, the appearance of the original materials. The existing track should remain but could be bordered by wood planks of sufficient height to allow a level pedestrian passage across the bridge. Finally, a plaque or historical marker should be placed at the entrance to the bridge that provides a description of the bridge's history, providing any historic images that reflect the history of the rail line in the growth of the area.

Timing/Implementation: During Construction/Contractor

Enforcement/Monitoring: City of Holtville

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? - Potentially Significant Impact Unless Mitigation is Incorporated** - A sensitivity site map was prepared by Mr. Jay Von Werlhof of Imperial Valley College illustrating general areas that are very sensitive or moderately sensitive to contain prehistoric resources as well as those areas not expected to contain any prehistoric resources. The survey identified the areas along the Alamo River as very sensitive since it was extensively utilized by the Kamia as late as the mid 1800's. Although a search of existing records on the project site identified no known significant archeological resources for the project, the City of Holtville will still take precautionary measures so that any potential impacts to archeological resources are mitigated to less than significant. Mitigation measures have been incorporated to ensure any impacts are less than significant.

Mitigation Measures:

CR-6: Project Design

Design and construction of the Pete Mellinger Alamo River Trail and modifications to the historical railroad bridge must be precisely delineated to avoid any identified historic sites.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-7: Cultural Materials

The design/construction plans shall further incorporate language that stipulates that if buried cultural materials are encountered during construction, work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the finding.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-8: Evaluation Program

If design of the trail is unable to avoid the historic sites beyond 50 feet of their original delineation, a cultural/historic evaluation program to assess potential impacts associated with the proposed project shall be prepared prior to any construction activities and an amendment to this MND shall be prepared and recirculated if further mitigation measures are warranted.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

CR-9: Archeologist

An archaeologist shall be present should excavation be proposed at depths greater than five feet.

Timing/Implementation: Prior to and during Construction/Contractor

Enforcement/Monitoring: City of Holtville

- c) **Disturb any human remains, including those interred outside of designated cemeteries? - Less Than Significant Impact** - Based on a search of the existing records, a formal cemetery exists approximately three quarters of a mile west of the project location. While the formal cemetery is located a sufficient distance from the project site so as not to be affected, the following mitigation measure will be implemented to further ensure that any potential impact is reduced to less than significant.

Mitigation Measure:

CR-10: Discovery of Human Remains

If evidence of human remains is discovered, construction activities within 200 feet of the discovery shall be halted or diverted and the Imperial County Coroner shall be notified (Section 7050.5 of the Health and Safety Code). If the Coroner determines that the remains are Native American, the Coroner will notify the NAHC which will designate a Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The designated MLD will be given 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with recommendations of MLD, the NAHC can mediate (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641).

Timing/Implementation: During construction

Enforcement/Monitoring: NAHC, Imperial County Coroner, and Imperial County Department of Planning and Development Services.

VI. ENERGY. Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Background:

Construction of the project site will be subject to the requirements of the Imperial County Air Pollution Control Standard Mitigation Measures for Construction Combustion Equipment. To provide a greater degree of reduction of PM10 emissions from construction combustion equipment per Air Pollution Control Districts recommendations, the project shall curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak hour of vehicular traffic on adjacent roadways.

Energy Impact Discussion:

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. - Less than Significant Impact** - The project construction schedule is expected to last two (2) months. The proposed project would require site preparation, grading, structural repairs, landscaping, and paving. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., site clearing, and grading), and repair of the trestle bridge. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. The overall construction schedule and process are already designed to be efficient to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, it is anticipated that the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Furthermore, all project related repairs and improvements are subject to Federal, State, and local energy efficiency requirements. Therefore, construction-related energy impacts would be less than significant.

Upon completion, the proposed project will have repaired the existing trestle bridge, installed a multi-modal walkway on the top deck, and extended and improved the existing Alamo River Trail to connect to the trestle bridge walkway. The operation of the project is not expected to be wasteful, inefficient, or unnecessarily consume energy resources since the trail will only be for nonmotorized forms of transportation. Furthermore, the landscaping will be irrigated using an existing irrigation line located parallel to the trail. Energy usage for the irrigation line will be the same or close to the same used for the existing line prior to the project. All lighting fixtures along the improved portion of the trail will be solar powered and will not require the construction or extension of any electrical facilities. The number of visitors traveling to the trail is expected to be the same if not close to the number currently utilizing the Alamo River Trail. Therefore, operation-related energy impacts would be less than significant.

- b) Conflict with or obstruct a state or local plan for renewable energy efficiency. - No Impact** - The proposed project furthers goal 6 of the Conservation/Open Space Element of the City of Holtville General Plan which implements policies aimed at promoting energy conservation and efficiency. The long-term goal of the project is to establish a nonmotorized network connecting public, residential, and commercial areas of the City of Holtville.

VII. GEOLOGY AND SOILS – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
2) Strong seismic ground shaking?		X		
3) Seismic-related ground failure, including liquefaction?			X	
4) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
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Background:

The project site is located in the Imperial Valley portion of the Salton Trough, a topographic and geologic depression resulting from large scale regional faulting. Tectonic activity that formed the Trough continues at a high rate and moderate to strong ground motion from faults in the region, including the Rico Fault which is the closest fault (approximately one mile away), Brawley, Superstition Hills, and Imperial Faults may occur. However, the site does not lie within an identified Earthquake Fault Zone. Therefore, surface fault rupture, seismically induced flooding and landslides are considered unlikely at the site.

Much of the near surface soils in the Imperial Valley consist of silty clays and clays which are moderately to highly expansive. A Geotechnical Study will be required to assess soil conditions prior to beginning construction. The recommendations as outlined in the Geotechnical Study will reduce any potential impacts to geology and soils from project construction and operation to below a level of significance and shall be strictly adhered to. Construction is estimated to take approximately two (2) months to complete.

Geology and Soils Impact Discussion:

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

- 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? - No Impact** - The project site is not located in an identified fault rupture hazard zone. Surface rupture is considered unlikely at the project site and near the project area because of the well-delineated fault lines through the Imperial Valley as depicted on maps by the United States Geological Survey and the California Geological Survey. The closest major active faults are the Rico Fault and Superstition Mountain fault. No active faults or ground ruptures have been mapped underlying the site; therefore, there will be no impact.
- 2) Strong seismic ground shaking? - Potentially Significant Unless Mitigation Incorporated** - The City of Holtville, as well as the entire Imperial Valley, is considered to be a seismically active area. The project site may be susceptible to potentially strong seismic ground shaking because of the proximity to the Rico Fault (approximately one mile away), Brawley Fault Zone and Imperial Fault Zone. A geotechnical report will be required for the construction of the project. The recommendations from the Geotechnical Study will be followed to avoid potentially significant impacts from seismic activity.
- 3) Seismic-related ground failure, including liquefaction? - Less Than Significant Impact** - Prior geotechnical reports in the region have found the area to be potentially susceptible to liquefaction. The subject site is located about 4.5 miles east of the Imperial Fault, 5.5 miles southeast of the Brawley Fault, and about 1.0 mile east of the Rico Fault. Strong ground shaking can be expected for magnitudes of 6.0 and 7.2 events on these faults. The recommendations from the Geotechnical Study will be followed to avoid potentially significant impacts from seismic activity.
- 4) Landslides - Less Than Significant Impact** - There are significant topographic variations along the Alamo River, however, no historic landslides are shown on geologic maps of the region as reviewed through the California Geologic Survey of Landslide Inventory Maps. In addition, no habitable structures are being proposed with this project, therefore, any potential impact would be less than significant.

Mitigation Measures

GEO-1: Geotechnical Report

A site-specific geotechnical investigation shall be required to be prepared for the project and the geotechnical report shall be implemented and shown on applicable grading and building plans as details, notes or as otherwise appropriate.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

GEO-2: State Building Code

The proposed project is located near active faults; therefore, the proposed bridge repairs and improvements shall be made in accordance with the California State Building Code (Title 24 of the California Administrative Code), which contains specifications to minimize adverse effects due to ground shaking from earthquakes and liquefaction.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

GEO-3: State Water Resources Control Board Permit

The Contractor shall comply with the regulatory requirements of the State Water Resources Control Board's (SWRCB) Order No. 2009-0009 DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity, copies of which are available on SWRCB website at <http://www.swrcb.ca.gov/stormwtr/construction.html>.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

GEO-4: Storm Water Pollution Prevention Plan

The City, or its authorized representative, shall require the preparation of a Storm Water Pollution Prevention Plan by a qualified preparer and shall coordinate the Notice of Intent and appropriate annual fees to the State Water Resources Control Board.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

GEO-5: Storm Water Pollution Prevention Plan Practitioner

The Contractor shall be responsible for implementation of the SWPPP and shall have a qualified SWPPP Practitioner (QSP) available on site and be responsible for implementation of all Best Management Practices.

Timing/Implementation: Prior to Construction/Contractor

Enforcement/Monitoring: City of Holtville

- b) Result in substantial soil erosion or the loss of topsoil? - Less Than Significant Impact**
 - The project area along the Alamo River Corridor contains diverse topographic features with steep slopes. The proposed project will not alter existing drainage patterns or any significant drainage features. To mitigate any potential impacts a Storm Water Pollution Prevention Plan will be required to be prepared and implemented by the construction contractor which shall follow Best Management Practices to ensure sediment does not erode from the proposed project site. Permanent Best Management Practices for erosion control will also be implemented to mitigate any potential impacts at disturbed areas to a less than significant level.
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? - Less Than Significant Impact** - It is unknown whether the proposed project site is located within a known unstable geologic unit as a

geotechnical report has not yet been prepared. The project site and vicinity contain diverse topographic features and landslides are possible although none are anticipated to occur as there are no records of historic landslides on geologic maps reviewed by the California Geologic Survey of Landslide Inventory Maps for the proposed project area. Therefore, it shall be required that a geotechnical report be prepared prior to the construction of any structures. The impact, however, would be less than significant.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC 1994), creating substantial direct or indirect risks to life or property? - Less Than Significant Impact** - A geotechnical report has not yet been completed for this project. The region has been found to contain underlain clays of moderate expansion potential. However, the proposed project does not propose constructing structures that would be affected by expansive soils. Therefore, these soils will not create substantial risks to life or property and any impacts would be less than significant.
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? - No Impact** - The project area is located within the current city limits where septic tanks and alternative wastewater collection systems are not permitted. Therefore, there will be no impact.
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? - No Impact** – The two cultural surveys conducted in 2016 and 2017 stated that there may be some locations with paleontological resources and geological features in the Imperial Valley, none of those locations are located on or in the proximity of the project site. Therefore, there will be no impact.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Background:

The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. Although the project itself will not generate greenhouse gas emissions, it is expected that the machinery as well as the vehicles used for construction and to transport workers will release greenhouse gases. However, construction will only be temporary, and any impacts will be short-term. Construction is estimated to take approximately two (2) months to complete. Therefore, the potential for greenhouse gases will be less than significant.

Greenhouse Gas Emissions Impact Discussion:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? - Less Than Significant Impact** - The proposed project will generate greenhouse gas emissions as a result of construction materials during a short-term construction period. Construction is estimated to take approximately two (2) months

to complete and is not expected to have a significant impact following its completion. Therefore, the proposed project will result in a less than significant impact.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? - No Impact** - The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emission of greenhouse gases. The project will comply with the rules and regulations of the County of Imperial Air Pollution Control District and implement any required plans as necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.				X

Background:

The proposed project is within an open space zone which is intended to provide open spaces for the preservation of natural resources, managed production of resources, outdoor recreation, the protection of public health and safety, and the preservation of natural scenic areas for the existing and future

population. While limited agricultural uses are permitted within open space zones, the project sites proximity to the Alamo River and sloped topography makes it unsuitable for agricultural use. Thus, hazardous materials within the project's immediate vicinity will not be utilized by the project or the surrounding properties. Furthermore, Envirostor, an online data management system run by the State Department of Toxic Substances Control, identified no contaminated sites within or near the project area.

VII. HAZARDS AND HAZARDOUS MATERIALS IMPACTS AND DISCUSSION:

- a) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? - No Impact** - This proposed project does not include any commercial or industrial development nor the use of hazardous substances during operation. Therefore, the project will have no impact.
- b) **Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? - No Impact** - The proposed project will not contain, handle, or store any potential sources of chemicals or compounds that would present a significant risk of accidental explosion or release of hazardous substances.
- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? - No Impact** - The school nearest to the proposed project site is located a little over a quarter mile (0.33 miles) north of the site. The project will not handle, store, or transport hazardous material. Therefore, it will not have any effect on an existing or proposed school.
- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? - No Impact** - Neither the proposed project site nor any adjacent properties are listed as a hazardous material site. Furthermore, the proposed project site does not have a history of prior uses other than a railway bridge and walking trail. Therefore, the project will have no impact.
- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? - No Impact** - The proposed project area is not located within two miles of any public use airport.
- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? - No Impact** - The proposed project is not part of any adopted emergency evacuation plan, nor will it impair or physically interfere with an existing emergency response plan or emergency evacuation plan. Therefore, the project will have no impact.
- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. - No Impact** - While the Alamo River has brushes and other vegetation along the river bottom, the proposed project will not traverse through said vegetation. Furthermore, the existing Alamo River Trail portions to be improved have already been grubbed and cleared of dry brush during the trails initial construction and ongoing maintenance in the past decade. Therefore, the proposed project will have no impact.

X. HYDROLOGY AND WATER QUALITY – Would the project:

	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off site; i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Background:

There are no expected impacts to hydrology and water quality, the proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The project does not involve the construction of any new buildings or structures outside of the trestle bridge walkways and trail. While the project will require irrigation for the proposed landscaping, an existing irrigation system will be utilized for the project. Additionally, the project will not necessitate services from any sewer system, nor does it propose alterations to current water ways.

X. HYDROLOGY AND WATER QUALITY IMPACTS AND DISCUSSION:

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? - No Impact** - The project does not propose waste discharges that require waste discharge permits or NPDES permits from the Regional Water Quality Control Board. In addition, the project does not propose any known sources of polluted run-off or land use activities that would require special site design considerations, source control Best Management Practices, or treatment control BMP's. Best Management Practices will be implemented during construction activities, therefore there will be no violation of water quality standards or discharge requirements.
- b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? - No Impact** - Based on the regional topography, groundwater flow is assumed to be generally towards the incised Alamo River channel. The proposed project does not involve operations that would interfere with groundwater recharge including, but not limited to the following: the proposed project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of the Alamo River with impervious layers, such as concrete lining or culverts. In addition, the project does not propose to use groundwater for any purpose, including irrigation. Therefore, no impact on groundwater resources is anticipated.
- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: - Less Than Significant Impact** -
- i. **result in substantial erosion or siltation on- or off-site;** The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. No deep excavation is expected to take place at the project site except at the bridge buttresses and all the drainage will be conveyed through natural drainage channels and approved drainage facilities. Therefore, the project will have a less than significant impact.
 - ii. **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;** The project will not increase the rate or amount of surface runoff in a manner that would result in flooding. Drainage will continue to be conveyed to either natural drainage channels or approved drainage facilities thus the project will have a less than significant impact.
 - iii. **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or** The project will not contribute nor create runoff water which would exceed the capacity of stormwater drainage systems. All drainage will continue to be conveyed to either natural drainage channels or through approved drainage facilities, thus the project will have a less than significant impact.
 - iv. **impede or redirect flood flows?** The project will not impede or redirect existing flood flows, nor does it propose any changes. drainage will continue to be conveyed to either natural drainage channels or approved drainage facilities thus the project will have a less than significant impact.
- d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? - No Impact** - The proposed project will not contribute nor create runoff water and drainage will continue to be conveyed to either natural drainage channels or approved drainage facilities. Additionally, the project is not located within any tsunami or seiche zones. Therefore, the proposed project will have no impact.

- e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? - No Impact** - The proposed project is not part of nor will it interfere with any water quality control plan or groundwater management plan. Therefore, the project will have no impact.

XI. LAND USE AND PLANNING – Would the proposal:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Background:

The Open Space zone, where the proposed project is located, is intended to provide open spaces for the preservation of natural resources, managed production of resources, outdoor recreation, the protection of public health and safety, and the preservation of natural scenic areas for the existing and future population. The project proposes the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail which complies with the intent of the established zone.

XI. LAND USE AND PLANNING IMPACTS AND DISCUSSION:

- a) **Physically divide an established community? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge along with the installation of new decking to serve as a multimodal pathway for non-motorized users. The project does not propose new infrastructure such as major roadways, water supply systems, or utilities to the area that will physically divide an established community. Therefore, the proposed project will not disrupt or divide the established community.
- b) **Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? - No Impact** - The proposed project is consistent with the City of Holtville General Plan and Land Use Plan which provide for recreation activities along the Alamo River corridor. The proposed project is located within an Open Space zone which is intended to provide open spaces for the preservation of natural resources, managed production of resources, outdoor recreation, the protection of public health and safety, and the preservation of natural scenic areas for the existing and future population. The project furthers the intent of the City of Holtville Zoning Ordinance and General Plan and will comply with all local and state development standards. Therefore, the project will not conflict with any applicable land use plan, policy or regulation of any agency with jurisdiction.

XII. MINERAL RESOURCES – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Background:

There are no known mineral resources delineated in a United States Geological Survey (USGS) database search of the project area, or in the Holtville or Imperial County General Plan.

XII. MINERAL RESOURCES IMPACTS AND DISCUSSION:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? - No Impact** - Known mineral resources for the Imperial Valley are gold and gypsum as well as limestone, pumice, clay stone, sand, and gravel. Mining operations are in the Glamis Plateau area and the Cargo Muchacho Mountains located more than thirty (30) miles from the project site. According to the Imperial County General Plan’s survey of mineral and soil resources, there are no known mineral resources that would be of value to the region and state at the project site. Therefore, the project will have no impact.
- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other and use plan? - No Impact** - There are no locally important mineral resource recovery sites delineated on any local plans in or near the vicinity of the proposed project site. Therefore, the project will have no impact.

XIII. NOISE – Would the project result in:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
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Background:

Noise is expected to occur at the project site during construction, however there are no sensitive receptors that would be affected in close proximity, the closest single-family residence would be a quarter of a mile away. Construction is estimated to take approximately two (2) months to complete. Post construction, there is no anticipated noise that would be in excess of the established thresholds found the Holtville General Plan as motorized vehicles are not permitted on the Alamo River Trail.

XIII. NOISE IMPACTS AND DISCUSSION:

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? - No Impact** - The proposed project will consist of a non-motorized multi-use trail leading up to the deck of the trestle bridge. The trail will not include any noise-generating equipment and surrounding land uses are not considered noise sensitive. Additionally, motorized vehicles are restricted on the Alamo River Trail which will connect to the trestle bridge and thus is not anticipated to generate noise that would be in excess of the established thresholds found in the Holtville General Plan. Therefore, there will be no impact.
- b) **Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? - No Impact** - The project does not propose any land uses that can expose people to or generate excessive ground borne vibration or ground borne noise levels on-site such as mass transit, major roadways, or intensive extractive industry. Therefore, the project will have no impact.
- c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise? - No Impact** - The proposed project is not located within the vicinity of a private airstrip or land use plan nor is it within two miles of a public airport. Therefore, the proposed project would not result in a substantial permanent increase in existing ambient noise levels in the proposed project vicinity.

XIV. POPULATION AND HOUSING – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
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Background:

The proposed project does not incorporate any housing nor is it inducing growth. The project is proposed in an Open Space zone and is surrounded by nonresidential uses. Therefore, the proposed project would not induce population growth or displace people necessitating housing.

XIV. POPULATION AND HOUSING IMPACTS AND DISCUSSION:

- a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other public infrastructure)? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The project does not propose the construction of any new housing developments, nor does it involve the construction or extension of any new utility services. Furthermore, the proposed project is located within an open space zone which does not permit residential uses. Therefore, the proposed project will have no impact.
- b) **Displace substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The project does not propose the demolition or replacement of any new housing developments. Furthermore, the proposed project is located within an open space zone which does not permit residential uses. Therefore, the proposed project will have no impact.

XV. PUBLIC SERVICES – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: <ul style="list-style-type: none"> 1) Fire protection? 2) Police protection? 3) Schools? 4) Parks? 5) Other public facilities? 				X

Background:

Impacts on public services are limited to annual maintenance activities to clear any overgrown brush or debris from the bridge and trail area to ensure public safety and fire prevention. No impact is expected since the project will not result in any physical alteration to current government facilities.

XV. PUBLIC SERVICES IMPACTS AND DISCUSSION:

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

- 1) Fire protection? - No Impact** - Although the trestle bridge walkway and Alamo River Trail will be accessible to the public, the people utilizing the trail are expected to be the same ones currently utilizing the existing portions of the trail. Thus, the demand for fire prevention services is expected to be the same and there will be no need for new fire facilities. Therefore, the project will have no impact.
- 2) Police protection? - No Impact** - The proposed opening of the trestle bridge for pedestrian use and extending of the Alamo River Trail to connect to said bridge is not expected to increase the demand for law enforcement facilities. Therefore, there will be no impact.
- 3) Schools? - No Impact** - The proposed project will have no impact on population growth and does not involve the development of new housing. No increase in the demand of school facilities or services is anticipated. Therefore, there will be no impact.
- 4) Parks? - No Impact** - While the new portions of the trail developed by the proposed project will require maintenance, the maintenance will be minor and can be added to the existing maintenance schedule for the Alamo River Trail. Therefore, the project will have no impact.
- 5) Other Public Facilities? - No Impact** - Development of the proposed project does not have the potential of significantly increasing demand for any other public facilities including, but not limited to, public libraries, medical facilities, or public works services as no such services are expected to be extended. Therefore, there will be no impact on existing public facilities as a result of this project.

XVI. RECREATION – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Background:

The proposed project plans to add to the current recreational facilities of the City of Holtville. As it is not population-inducing, there would be a positive impact on recreation and will alleviate some of the demand for existing facilities. As the proposed project will be part of the Alamo River Trail project, it will connect to the existing Phase I and future Phase II of the trail project totaling an estimated trail length of 3.0 miles. All trail and bridge repairs and improvements will be planned in compliance with all State and Local development standards.

XVI. RECREATION IMPACTS AND DISCUSSION:

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated? - No Impact** - The proposed project will not increase population nor have a negative impact on the current service demand levels of existing recreational facilities and parks. The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail which may alternately alleviate some of the existing demands to local parks and recreational facilities. Therefore, there will be no significant adverse impact to the environment.
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? - Less Than Significant Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The proposed project does not propose any recreational facilities other than the improvements to the existing Alamo River Trail. Therefore, the proposed project will have a less than significant impact.

XVII. TRANSPORTATION – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?			X	
c) Substantially increase hazardous due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Background:

The proposed project is anticipated to generate up to thirty (30) users a day, the majority of which will be local; thus it is conservatively estimated that a maximum parking demand of thirty per day would be created and generate a maximum of sixty (60) vehicle trips daily during peak season and peak hours of operation. As parking facilities were established, approximately 500 feet from the trestle bridge, during Phase I of the Alamo River Trail, it is anticipated that users will use those facilities when utilizing the trail.

Thus, the proposed project will not result in a significant traffic impact as there are sufficient parking spaces. The pedestrian walkway will be designed for non-motorized users such as pedestrians and cyclists, comply with State Standards, and have no adverse impacts to local policies and regulations.

XVII. TRANSPORTATION AND TRAFFIC IMPACTS AND DISCUSSION:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? - No Impact** - The proposed project will not conflict with any circulation program, plan, ordinance, or policy. Rather than conflict, the project furthers program number 6 of the Circulation Element of the 2017 General Plan which consists of developing a pedestrian and bicycle network with the goal of connecting public, residential, and business areas within the City of Holtville. Furthermore, the proposed project will not cause the traffic impact threshold guidelines established by the State or City of Holtville to be exceeded. Therefore, the project will have no impact.
- b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? - Less Than Significant Impact** - Although the portion of the public to be utilizing the portions of the project are expected to be the same users in the Alamo River Trail, a conservative assumption that fifteen (15) to thirty (30) vehicles per day will drive to utilize the trail. It is anticipated that most users will be local walking or riding from dwelling units. The project is a part of the existing Alamo River Trail which has a vehicle staging area 500 feet from the trestle bridge at Earl Walker Park accessed via State Highway 115. While the project will open the bridge for pedestrian use, the City expects the number of vehicles traveling to the project to be the same vehicles already utilizing Phase I of the Alamo River Trail where the vehicle staging area is located. Fifteen (15) parking spaces are provided at the nearby Phase I staging area at Earl Walker Park accessed by State Highway 115. Conservatively, it was assumed that the staging area would, at maximum, fill to capacity twice daily, thus servicing 15 to 30 vehicles per day. Two vehicle trips were assumed (one inbound trip and one outbound trip) for a maximum of 60 trips. For purposes of the traffic impact assessment, a conservative trip generation rate was assumed, it is anticipated that recreational trips will increase to these maximums seasonally during fall, winter and spring and primarily during weekends. The proposed project will not result in a significant traffic impact to the existing road network, capacity, and level of service. Thus, any traffic impact would be less than significant impact.
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? - No Impact** - The proposed project does not consist of any sharp curves, dangerous intersections, or incompatible uses. The project will comply with the Americans with Disabilities Act and restrict the use of motorized vehicles. Therefore, the project will have no impact.
- d) Result in inadequate emergency access? - No Impact** - The proposed project will use existing access points and comply with all federal, state, and local standards for emergency access. Therefore, the project will have no impact.

XVIII. TRIBAL CULTURAL RESOURCES – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 				X

Background:

Access to the California Historical Resources was made in November 2024 and did not list any historical resources. Additionally, two Cultural Resource Surveys, completed in 2017 and 2022, did not identify any historical resources eligible for the California or National Register at or near the proposed project site. While no historical resources were identified, the City of Holtville will submit a copy of the draft initial study to the Native American Heritage Commission (NAHC) for review and distribution. Should any comments or requests for consultation be received, the City of Holtville will incorporate the comments as a mitigation measure and coordinate with any request for consultation.

XVIII. Tribal Cultural Resources Impacts and Discussion:

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or - No Impact** - Access to the California Historical Resources was made in November 2024 and did not list any historical resources. Additionally, two Cultural Resource Surveys, completed in 2017 and 2022, did not identify any historical resources eligible for the California or National Register at or near the proposed project site.
- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision I of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. - No Impact** - As previously mentioned, neither the California Historical Resources database nor the two Cultural Resource Surveys identified any cultural or historic resources at or near the project site.

XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Background:

The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. While the proposed landscaping will require irrigation, an existing irrigation line running parallel to the project site will be utilized. No other utilities or service systems will be utilized.

XVI. UTILITIES AND SERVICES SYSTEMS IMPACT DISCUSSION:

- a) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. All landscaping will be irrigated via an existing irrigation line running parallel to the trail. As such no new water or wastewater facilities will be constructed or extended. The project does not propose any new construction or expansion of wastewater services. Thus, there will be no impact.
- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? - No Impact** - The proposed project will utilize an existing irrigation line running parallel to the Alamo River Trail and will thus have sufficient water supply for irrigation purposes year-round. The project will not utilize any additional water supplies outside of irrigation purposes, nor will it require the construction or expansion of water services. Thus, there will be no impact.
- c) **Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? - No Impact** - The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. The project will not utilize any wastewater, nor does it propose the construction or expansion of wastewater services. Thus, there will be no impact.
- d) **Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? - No Impact** - The proposed project will be connected to the existing Alamo River Trail which has both trash and recyclable receptacles located throughout the trail. Additional trash and recyclable receptacles will be installed along the improved portions of the trail. The Holtville Disposal Site accommodates solid waste disposal for the Holtville community and has sufficient capacity to accommodate the project's solid waste.
- e) **Comply with federal, state, and local statutes and regulations related to solid waste? - No Impact** - The collection and disposal of solid waste from the project site and staging areas will be conducted in compliance with the County wide Integrated Waste Management Plan. Furthermore, the proposed project will comply with all Federal, State, and local statutes and regulations related to solid waste and will therefore have no impact.

XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Background:

According to the Imperial County General Plan Seismic and Public Safety Element (Imperial County 2016) the potential for a major fire in the unincorporated areas of the County of Imperial is generally low (page 16). The City of Holtville General Plan Safety Element also states that "wildfires do not pose much of a risk to Holtville" (City of Holtville 2017, page 111).

XX. WILDFIRE:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan? - No Impact** - The proposed project is located on the southwestern edge of the City of Holtville adjacent to unincorporated Imperial County. The proposed project is adjacent to Highway 115 and is not anticipated to interfere or disrupt Highway 115 during or after construction. Furthermore, the proposed project is not part of any adopted emergency evacuation plan thus it will not impair or physically interfere with an emergency response plan or emergency evacuation plan. Therefore, the project will have no impact.
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? - No Impact** - The proposed project will not contain, handle, or store any potential sources of chemicals or compounds that would present a significant risk of accidental explosion or release of hazardous substances. Therefore, the project will have no impact
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may**

exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? - No Impact - As previously noted, the proposed project is located on the southwestern border of the City Limits. No wildlands are located near the project site. Additionally, the proposed project does not include the installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities as the project is proposing to connect and maintain an existing PVC main line for the irrigation of the proposed landscaping. Therefore, no impact would occur with regard to the installation or maintenance of infrastructure that may result in temporary or ongoing impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? - Less Than Significant Impact - The proposed project is located adjacent to and over the Alamo River. The project area leading up to the bridge and the Trestle Bridge have a sloped topography which may cause a significant risk for downslope flooding. To mitigate this issue, fiber rolls held in place by stakes will be placed along the face of the slope where it transitions into a steeper slope. The rolls will reduce the erosion potential of stormwater on long or steep slopes by helping to slow, filter and spread overland flows. Additionally, gravel shoulders will be installed parallel to the trail walkway to help redirect runoff from the trail and into native drainage patterns and approved drainage facilities. By implementing the fiber rolls and gravel shoulders, the project will have a less than significant impact.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Background:

The proposed project consists of the replacement of the damaged structural components of the trestle bridge, the installation of a new pedestrian walkway on the top deck of the bridge, and improvements to the existing Alamo River Trail. Construction is estimated to take approximately two (2) months to complete. This Initial Study provides the potential for degradation to the existing quality of the environment and the potential to cause substantial adverse impacts unless mitigation is incorporated. It allows for areas of concern to be mitigated in order for impacts to be less than what they could be should mitigation not be incorporated. The proposed project is not expected to impact the environment once mitigation is in place.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines?


- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? - Potentially Significant Unless Mitigation is Incorporated** - The proposed project could have the potential to significantly impact the environment because it has the potential to impact wildlife and cultural resources during construction, however, mitigation measures BIO 1-4 and CR 1-10 have been put in place that would reduce the impacts to less than significant.
- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) –**
Less Than Significant Impact - The proposed project will be part of the City of Holtville Alamo River Recreation Trail. While Phase I of the Alamo River Trail project has been completed and will connect to the proposed trestle bridge walkway, Phase II of the trail project is still in the planning phase and would extend the existing trail to the City of Holtville Wetlands located approximately three quarters of a mile north of the trestle bridge project. Phase II of the Alamo River Trail project will consist of "grubbing" (removing the brush and vegetation), excavation and the planting of reeds and other hydrophilic vegetation that are used to remove nutrients from the water. Thus, it has been determined that the project could have a cumulatively adverse effect, however the proposed mitigation measures will reduce potential negative effects.
- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? - Potentially Significant Unless Mitigation is Incorporated** - The proposed project does have the potential to adversely affect humans via air quality during construction. Therefore, mitigation measures AQ 1 and AQ 2 will be implemented to reduce the impacts to be less than significant.

SOURCE REFERENCES	
The following documents were used as sources of factual data and are hereby incorporated as part of this Environmental Checklist. Because of the voluminous nature of the documents, copies of the following are not distributed with these documents but may be obtained from the City of Holtville at 121 West Fifth Street in Holtville, California.	
A	City of Holtville Zoning Ordinance, 2011
B	City of Holtville General Plan, and Land Use Plan Update 2017
C	City of Holtville Service Area Plan, 2017
D	Imperial County General Plan, 1993
E	Imperial County Zoning Map 4, 2006
F	California Native Plant Society Database
G	United States Geological Survey Interactive Fault Map
H	Imperial County Air Pollution Control District CEQA Air Quality Handbook
I	United States Geological Survey Mineral Resources Database
J	California Environmental Protection Agency Air Quality Board, California Ambient Air Quality Standards (CAAQS), PM 2.5/PM 10
K	California Department of Toxic Substances Council Envirostor Database
L	United States Environmental Protection Green Book Non-Attainment Areas
M	FEMA 100 Year Flood Plain Map
N	Barret's Biological, Biological Resources Technical Report. June 2016
O	Brian F. Smith and Associates, Inc., A Phase I Cultural Resources Survey For The Holtville Wetlands Trail Link Project. July 19, 2016
P	Brian F. Smith and Associates, Inc. Historic Resources Mitigation Measures for the Holton Interurban Railway Alamo River Trestle Bridge as Part of the Holtville Wetlands Trail Link Phase 2 Project, January 31, 2022
Q	California Department of Conservation, Farmland Mapping and Monitoring Programs, 1982
R	Office of Historic Preservation California Historical Resources List, December 2024

City of Holtville

REPORT TO COUNCIL

DATE ISSUED: December 6, 2024
FROM: Nick Wells, City Manager
SUBJECT: City Manager Update

Meeting Date	<u>12/16/24</u>
Item Number	<u>5 a</u>
City Manager	
Finance	_____
City Attorney	_____

INFORMATION ONLY – NO ACTION REQUIRED AT THIS TIME

ADMINISTRATION

Public Safety Lot/New Construction – Rubio Medina of Irvine, California was engaged in April, 2023, to perform Architecture services to design Phase I (Fire Apparatus Bay) and Phase II (PS Administration & Fire Dormitories) of this project. Staff met with Mr. Medina multiple times in early May, wherein iterative documents were discussed and revised. Pursuant to discussions between Council, Chief Silva, the CM and Mr. Medina regarding configuration, direction solidified for constructing a 3-bay apparatus section and a 2-story administration/residence area. Further discussion also clarified the placement of the building on the site and the external motif of the building. Mr. Medina moved forward with subconsultants for plumbing, electrical, HVAC, etc. Due to an increase in the size of the project over that which was called out in the RFP, the architect has approached the City about augmented funding, which may be brought to Council in the future. More solid delineation of cost estimates for the phasing of the project were presented in August and presented to Council for consideration. *A status update meeting with Mr. Medina is currently being scheduled for the week of 12/16.*

Staff met with representatives of USDA Rural Development in September to discuss financing the remaining unfunded portion of the project. Unfortunately, although their website notes capability of disadvantaged communities with populations under 12,000 to apply for 50% grant, 50% loan funding, that program is capped at \$50,000 for grants, so any hope that grant funding may be available is not there. Rates were adjusted on October 1, from 4% down to 3.75%, so the loan payment calculation improved, but not drastically.

Multiple conversations regarding augmented funding have taken place with staff, Council, and various entities. The CM compiled information from various sources and submitted an application for directed Congressional funding to Raul Ruiz’s office in early May. The City received word that the project was selected by the Congressman and recommended to the Congressional budget committee. Although we received word that the project is on track to receive some funding, the amount projected to be received will likely be a fraction of the amount requested, so sizing the project down is probably on the horizon.

Staff continues to pursue additional funding sources. At the recent League of Cities Annual Conference, Mayor Anderson, Councilman Goodsell and the CM had multiple conversations with firms and organizations that show promise as potential funding sources. We have followed up with some and will continue to attempt to develop those leads. One proposal has been received. Council has requested further research in the proposed service.

EVENTS – Multiple events are on tap for both the City and the Chamber of Commerce for Christmas and the Holiday season. *Please see the final page of this report for upcoming events. The Tree Lighting event was well attended and went off with without any significant surprises. Staff is compiling RSVP lists for some of the various parties and events for the Holiday season.*

PUBLIC WORKS

TRANSPORTATION PROJECTS

Citywide Pavement Maintenance Project – a Streets Assessment report was prepared by the City Engineer earlier this year reporting the general condition of the over 16 miles of streets maintained by the City. Nearly all of the system is in good condition, requiring maintenance rather rehabilitation or construction. A recommendation has been made to perform crack sealing and slurry coat to the bulk of the system to prolong life of the system and forestall major work to a future date. At the July Council meeting, direction was given to proceed with preparation of specifications for the project. In October, Council approved moving the project forward with advertisement for construction bidding. ***Bids were received early this week with the low bidder coming in under the estimated cost. Action is on the current agenda to engage the preferred contractor.***

Pear Canal Undergrounding/Ninth Street Improvements (Olive to Melon) – this project has been discussed for some time. Initial action to proceed was taken in early 2021. A deposit was forwarded to IID to begin design and multiple site visits with staff, the IID and City Engineer took place to discuss issues that need to be addressed in design. Undergrounding work was scheduled to take place in December 2021, however, delays were discussed in those meetings from the IID side which eventually led to construction work being pushed back. The City has been awarded funding through ICTC for the resulting necessary sidewalk and roadway improvements. LC Engineering was awarded the contract for design in February.

A construction challenge for IID existed for this project, as it would make it difficult to continue to service several nearby County-area residences served by surface water. It was determined that incentivizing these properties to convert to City water would be in the best interest of the project. Staff worked with IID to encourage the residents to switch. In March, the final remaining holdout submitted paperwork to connect to City water service. Action was taken in early November to fund installation of water infrastructure to serve the affected residents that are moving off of IID service. ***Work has begun on this function with significant progress this week. Unfortunately, due to a paperwork holdup with Caltrans, the IID undergrounding operation needed to be pushed forward a week. At the time of this report, there was still no answer on the issue.***

A new wrinkle developed wherein the dedicated Congressional funding IID procured is not immediately accessible. The uncertainty begat the need to push the City's project funding into next fiscal year to avoid non-performance. David Aguirre with ICTC worked with SCAG and Caltrans to accomplish that. Due to its ongoing relationship for project funding with Caltrans, the Congressional funding and its administration were transferred to the City. In a significant development late in the process, it was relayed to staff that by taking on administration of the funding, the City would now be responsible for paying the 11.47% matching funds necessary for the grant, which could be in the neighborhood of \$100k. Nevertheless, an agreement was approved with IID to administer the funding in October.

A web conference was held in September to clarify the need to move a portion of the funding for the street project into the current fiscal year.

Pine Avenue Sidewalks – Subsequent to the awards of funding for streets projects utilizing Federal Highways dollars through ICTC in early 2022, another year of projects was quickly requested to be added. Holtville submitted a project to capture CMAQ dollars to add sidewalks to either side of Pine Avenue between Fourth and Fifth Streets. Action to approve was taken in October, 2023.

Capital Improvements Project Listing – a meeting was held in November, 2023, with staff, including the City Manager, City Engineer, City Planner and Water/Wastewater Lead Operator to discuss long term capital improvements needed in the City. Water system improvements, sewer system upgrades, streets

projects and other issues were discussed and expected to be further explored. A more complete detailing of the discussion will be presented to the Council in the near future.

PARKS

Holtville Wetlands Project – In late 2016, approximately \$3 million was granted to the City through the US Bureau of Reclamation (BoR). THG was selected for Grant Administration tasks and George Cairo Engineering (GCE) for design services. GCE was significantly behind schedule from the outset, but finally produced approved plans in 2021.

A construction RFP was released in early 2022 netted only one bid, which was significantly over (+/- \$1.4 million) the construction budget. The BoR representative, Jeremy Brooks, was extremely helpful in moving the project along, including securing funding to bridge the gap to pay for construction. That funding was officially awarded in early February, 2023, and the construction contract was awarded in March, a pre-con meeting held in early May, with the contractor onsite performing various activities simultaneously.

Another substantial holdup cropped up in late 2023 with a permit from the Army Corps of Engineers (USACE). Originally applied for as a renewal in October, 2023, a new analyst required much more information than previously required. Through various meetings and multiple iterations, THG completed work on additional documents requested by USACE and the permit was finally approved in June and officially issued in early August.

The long wait for the USACE permit necessitated a time extension request in January, which was granted. The new completion deadline was pushed to September, 2024, then again to December 31, when the planting time was pushed to the summer and it was recognized that the potential success of establishing foliage during the Imperial Valley summer months is a difficult endeavor.

A ribbon cutting ceremony was held in November with many project partners and members of the community coming out to celebrate the completion of the project. ***Construction activities are now complete, including planting of the various species to help clean the river water. Closeout paperwork is in process and should be complete by the end of the month.***

Railroad Trestle Repair – A grant was secured from the California Natural Resources Agency to repair the railroad trestle burned in a river bottom fire several years ago. This is necessary to connect the Trail to east side of the river and eventually the future Wetlands area. After over a decade and a half of being somewhat unsightly and unusable, the trestle will soon be fixed cosmetically and usable for pedestrian and non-motorized traffic. Documentation was finally signed for this grant in late October, 2021. The City Engineer completed the technical specification for the Scope of Work in June 2022 for the RFP. A decision was made to forestall the bid process a bit to allow construction costs to stabilize. Eventually, Kleinfelder, Inc., was selected for Design services in April. A meeting with the design team was held in early May wherein various facets of the project were discussed. Ginger Ward volunteered to sit in on meetings for this project when possible, so she and staff met multiple times with the design team via Zoom to discuss design concepts. Multiple ideas to control costs and stretch the project dollars were decided upon. The decision was made to proceed with the general direction of keeping the original character of the structure, while making concessions to keep costs under control.

A January update meeting between the Design team, the City Planner and the CM revealed that the project had stalled due to a needed topographical study that the consultant thought the City would provide. After discussion, Kleinfelder engaged a local consultant to produce the document and the project is back in motion. Pursuant to a periodic plan check, reprioritization of the elements to be completed vis a vis available funding was amended in May. Kleinfelder provided 90% plans in late September, so this phase nears completion. Included in that plan set were construction estimates. After some analysis, staff will be bringing this to

Council to approve advertising and bidding. THG reviewed the plans and sent them back to Kleinfelder for clarification and/or correction. ***The revised plans were expected by the end of this week for additional review.***

Holtville East Trail Link - The City Manager had multiple discussions in recent years about a Trail extension from the Trestle to the Country Club area, then to the UC Research station and eventually to Hwy 111 for easier access to IVC with active transportation funding options. The idea has been well received by SCAG staff and the head of County Public Works. An application for Active Transportation funding was developed in mid-2024 and a grant application was submitted in June to fund design of the project.

Mellinger Alamo River Trail - A grant was awarded in early 2024 to River Partners, a non-profit that deals in habitat restoration, for a project that would include a Wetlands trail spur. RP met with the City Manager and toured the site, then engaged Nicklaus Engineering to design the project. Staff was contacted by NEI in March to discuss design elements. River Partners staff continued to meet with the CM throughout the Spring and early Summer, performing a few physical “scouting” trips to decide the best path for the trail extension. They have done some preliminary exploration and soil sampling and continue to move the project forward. A tentative map was forwarded to the City this week. The original template is aggressive (i.e. “Expensive”), so it is assumed that discussions and concessions will be forthcoming. River Partners presented a slightly revised plan to the Council in early October to get feedback on the direction of the project.

BUILDING DEPT - The City issued **113** building permits in 2024. A list of permits issued by month is available on the City’s website at <https://www.holtville.ca.gov/building-planning/building-and-planning/building-department/>

Melon, LLC Housing Project (± 50) – A project has been in the works for some time at the northeast corner of Ninth and Melon, just outside the City limits. After years of confusion regarding the process, the project’s ownership group, led by John Hawk, engaged Development Design & Engineering in 2016 to assist in moving the project along. DD&E completed CEQA compliance, and a Mitigated Negative Declaration was adopted by the Planning Commission and City Council in late 2020.

The project was presented at the Planning Commission in October 2020 and drew a good deal of public opposition. PC action pushed the project forward with a designation of allowing R-1 or R-2 development, with Council accepting the PC recommendation in November, 2020. The denser R-2 zoning designation would allow up to 8 units per acre or approximately 65 units. The annexation was approved by LAFCo in February, 2021. We await further submission from the project proponent.

Staff spoke with Mr. Hawk multiple times to remind him that there are still several requirements to move his project forward, which he could be doing concurrently with the preparation and construction of the IID and City improvements. He said he will be speaking to his partners. As the undergrounding and street work are imminent, he still needs to produce a site plan, building plans, pull permits, etc. The City’s project should now have no bearing on his timeline. This was reiterated to Mr. Hawk again in January and again in July. A conversation with Mr. Hawk in early October revealed that he is still pursuing developer investment. We discussed the coming timeline with the undergrounding and the street project. He hopes to have some momentum by the time those things are complete.

AMG Sunset Rose Senior Apartments (± 33) – In July, 2022, the City was granted HOME funding for this AMG & Associates apartment project, proposed in the area of Third and Grape. This will create some long-term oversight by the City, but it does continue to add housing. A subdivision map was approved for the property. A consultant to administer this grant was engaged in May, 2022, and an application for additional subsidized financing was approved by the City in late November.

A pre-submittal meeting was held in early November to discuss necessary aspects to the construction with the project proponent, including offsite improvements. Much of the discussion centered on handling stormwater. Final map and the necessary proposed lot split were approved in late February as well. Since the closing of the financing, several paperwork/compliance issues cropped up that the City was left to work on. This was not the “deal” as originally presented, so staff sought assistance. Staff met with HCD representatives on this project in October. We are hoping they will assist in working with the contractor to get the project running more smoothly.

Start was delayed as construction bids came in significantly over projections. The developer has now made a drawdown on funding, however, the ownership group has been somewhat unresponsive as the project continues to sit in limbo. An extension on their CUP was requested and was granted by Planning Commission in May, so we still await the start of construction activities. The CM had a recent conversation with AMG to express disappointment over the lack of information flow. It was promised that more updates would begin to flow.

Staff was recently apprised of the fact that a contractor has been engaged to begin earth moving to build up pads to start construction. We have communicated the need to schedule a pre-construction meeting to the developer and expect that soon

AMG Pine Crossing Apartments (± 64) – This is a proposed mirror image project across from Fern Crossing complex. The Building Inspector and City Engineer have coordinated with a plan check firm on the plans that were first submitted in June. After a few iterations and resubmissions, the building plans were approved in early October. AMG is still working with The City Engineer and staff on finalizing all site work and off-site plans for utilities and stormwater handling. There continues to be back and forth regarding these issues now, particularly the abandonment of the Artesian well on the property.

Peri & Sons Ag Labor Housing (66) – this project was introduced to Planning Commission earlier this week. It proposes to construct USDA-approved dormitory style housing for up to 660 H2A Visa Program agriculture laborers working for the applicant firm. PC approved the site plan and density waiver contingent on City Council approval of the land use designation and Conditional Use Permit. A Public Hearing was held at the last City Council meeting and the project was approved. We will now await more definitive site plans and building design for review.

WATER ENTERPRISE

Rate Study – The profitability of the Water Enterprise has been problematic in recent years. Coupled with the debt covenant to budget a net revenue of 120% of the annual debt service, a rate adjustment has been explored. A formal Water Rate Study must be completed, which will be brought back for discussion at some point in the future.

MEETINGS & EVENTS RECENTLY ATTENDED :

- 11/25/24 Department Head Meeting *City Hall*
- 11/25/24 Holtville City Council Meeting *City Hall*
- 11/28/24 Thanksgiving Day *(City Hall Closed)*
- 11/29/24 Thanksgiving Observed *(City Hall Closed)*
- 12/02/24 Department Head Meeting *City Hall*
- 12/02/24 Ninth Street Undergrounding/Water Service Project Check In *Project Site*
- 12/03/24 Alamo River Trail (Wetlands Spur) Check-in Meeting *Web Conference*
- 12/03/24 BOOST Assistance Strategy Session *Web Conference*
- 12/03/24 Citywide Pavement Project Bid Opening *City Hall*
- 12/05/24 Meeting w/ County Elections *County Admin Building*
- 12/05/24 Tree Lighting Ceremony *Holt Park*
- 12/06/24 Holtville Rotary Club Meeting *St. Paul's Lutheran Church*

UPCOMING EVENTS :

- 12/09/24 Department Head Meeting *City Hall*
- 12/09/24 Holtville City Council Reorganization Meeting *City Hall*
- 12/10/24 MTC IRDF Community Partners Luncheon
- 12/10/24 Alamo River Trail (Wetlands Spur) Check-in Meeting *Web Conference*
- 12/11/24 ICTC Management/CCMA Meetings *ICTC Offices*
- 12/13/24 Holtville Rotary Club Christmas Party *Rural Holtville*
- 12/16/24 Holtville Planning Commission Meeting *City Hall*
- 12/17/24 BOOST Assistance Strategy Session *Web Conference*
- 12/18/24 SiteLogiq Christmas Party *Stockmen's Club (Brawley)*
- 12/19/24 Employee Christmas Luncheon *Hot Rods & Beer*
- 12/19/24 Holtville CofC Christmas in the Park *Holt Park*
- 12/20/24 Holtville Rotary Club Meeting *St. Paul's Lutheran Church*
- 12/23/24 Holtville City Council Meeting *(Likely Dark)* *City Hall*
- 12/25/24 Christmas Day Observed *(City Hall Closed)*
- 12/26 - 27/2024 Christmas Observed *(City Hall Closed)*
- 01/01/24 New Years Day Observed *(City Hall Closed)*
- 01/15/25 Imperial-Mexicali Bi-National Alliance Meeting *Imperial County*
- 01/15/25 IV Foreign Trade Zone Meeting *IC Workforce Development (EC)*
- 01/25/25 IV Leadership Luncheon *NAF El Centro*
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If you have any questions about any of the items presented, please feel free to contact me directly.

Respectfully submitted,



Nicholas D. Wells, City Manager