357

SUBMITTAL TO THE BOARD OF DIRECTORS OF THE REDEVELOPMENT AGENCY COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FROM: Redevelopment Agency

SUBMITTAL DATE: September 15, 2009

SUBJECT: Adoption of the Mitigated Negative Declaration and Mitigation and Monitoring Program for the El Cerrito Road and Storm Drain Improvement Project

RECOMMENDED MOTION: That the Board of Directors:

1. Adopt the Mitigated Negative Declaration for Environmental Assessment No. RDA/CEQA 2008-3, and Mitigation and Monitoring Program, based on the findings incorporated in the Initial Study and the conclusion that the project will not have a significant effect on the environment; and
2. Approve the El Cerrito Road and Storm Drain Improvement Project.

BACKGROUND: (Commences on Page 2)

Robert Field
Executive Director

FINANCIAL DATA				
	Current F.Y. Total Cost:	$ 0	In Current Year Budget:	N/A
	Current F.Y. Net County Cost:	$ 0	Budget Adjustment:	N/A
	Annual Net County Cost:	$ 0	For Fiscal Year:	09/10

COMPANION ITEM ON BOARD OF SUPERVISORS AGENDA: no

SOURCE OF FUNDS: N/A

Positions To Be Deleted Per A-30 ☐

Requires 4/5 Vote ☐

C.E.O. RECOMMENDATION:

APPROVE

BY: Jennifer L. Sargent

County Executive Office Signature

FORM APPROVED COUNTY COUNSEL
BY: MICHELLE CLACK DATE 9/10/09

Departmental Concurrence

☒ Policy ☐ Consent — Dep't Recomm.:
☐ Policy ☐ Consent — Per Exec. Ofc.:

Prev. Agn. Ref.: 3/26/02, 3.29, 1/27/04, 4.2, 9/04/07, | **District:** 2 | **Agenda Number:** 4.2

RDA001a-F11.doc
FRM 11 (REV 06/2003)

BACKGROUND:
On March 26, 2002, the Board of Directors entered into an Agreement with Krieger and Stewart for the engineering and design of the El Cerrito Road and Storm Drain Improvement Project. The project which will be constructed in phases, consists of storm drain improvements to provide ultimate flow capacity, landscaped median, street improvements including curb, gutter, and sidewalks, installation of a traffic signal at the intersection of El Cerrito Road and Evelyn Street, and ten street lights along the segment of El Cerrito Road between Interstate 15 and Temescal Canyon Road in the unincorporated community of El Cerrito. Final plans and specification are expected to be completed by the end of the year and staff will return to the Board to request approval of the plans and specifications at that time. It is anticipated that construction of the storm drain and road improvements will occur in the first phase and the landscaped median will be constructed at a later date when a funding source for maintenance has been established.

These improvements are intended to improve the quality of life for residents, businesses, and visitors in the community of El Cerrito by reducing traffic congestion on El Cerrito and Temescal Road. These improvements will also provide improved storm drain facilities that will accommodate 100-year storm flows for ultimate development in the area. Staff will be returning to the Board to make the Health and Safety Code 33445 once the project's construction cost and financing are determined.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177), an Initial Study was prepared to analyze the proposed project to determine if any potential significant impacts upon the environment would result from construction and implementation of the Project. The analysis contained in the Initial Study demonstrates that the Project would not have any significant impacts on the environment with the implementation of the mitigation measures contained in the Initial Study. The Initial Study and Mitigated Negative Declaration (IS/MND) were prepared and circulated for the mandated 30-day public review and comment period from August 13th, 2009 to September 14th, 2009.

Pursuant to CEQA (Public Resources Code Section 21081.6), the Board is required to adopt a reporting or monitoring plan for the mitigation measures identified in the IS/MND to mitigate or avoid significant impact on the environment. The Mitigation Monitoring and Reporting Plan (MMRP) contained in the IS/MND presented to the Board for adoption is designed to ensure compliance during project implementation.

Staff recommends that the Board adopt the Mitigated Negative Declaration and Mitigation and Monitoring Program for the project pursuant to the guidelines set forth in the California Environmental Quality.

Attachments:
Initial Study for Environmental Assessment No. RDA-CEQA-2008-3
RF:DM:TE:GP:BL 9600
S:\Shared\RDACOM\DIS2\El Cerrito\El Cerrito Road Project\RDA-001a-F11- El Cerrito Road Improvemet Project - No Findings.doc

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND PUBLIC NOTICE OF AVAILABILITY FOR THE REDEVELOPMENT AGENCY FOR THE COUNTY OF RIVERSIDE PROPOSED EL CERRITO ROAD IMPROVEMENT PROJECT

In accordance with the California Environmental Quality Act (CEQA), the Redevelopment Agency for the County of Riverside has found that the project listed below will not have a significant effect on the environment, and a Mitigated Negative Declaration documenting the finding has been completed. The Mitigated Negative Declaration, the accompanying Initial Study and all documents referenced therein may be examined at the Riverside County Economic Development Agency, 1325 Spruce Street, Suite 400, Riverside, CA 92507 between August 27, 2009 and September 28, 2009.

The Mitigated Negative Declaration will be considered by the Riverside County Board of Supervisors at its September 29, 2009 meeting at 9:00am, or soon thereafter as the matter may be heard, in the meeting room of the Board of Supervisors, Riverside County Administrative Center, 1st Floor, 4080 Lemon Street, Riverside, CA. Any person wishing to comment on the project must submit such comments in writing to the Redevelopment Agency prior to the hearing date. The final decision will be mailed to anyone requesting, in writing, such notification.

Project Description and Location

An Initial Study for the project titled "El Cerrito Road Improvement Project" has been completed for the proposed facilities. The project will be located along El Cerrito Road from Interstate 15 to just northeasterly of East Ontario Avenue/Temescal Canyon Road, in the unincorporated community of El Cerrito, CA, County of Riverside.

The Initial Study was conducted to assess the potential significant environmental effects, if any, including those related to land use, population, housing, employment, hazards, traffic and circulation, air quality, public services and flood control. Based on our Initial Study of the project site and the corresponding environmental assessment of the project site, any potential significant impacts to the community will be mitigated to eliminate or reduce to a level below significance.

Please direct all questions and comments concerning this notice to the Redevelopment Agency for the County of Riverside, Attn: Robert Lucas, Senior Project Manager 951.955.8916, 951.955.6686 (FAX). All written comments regarding the Mitigated Negative Declaration must be received no later than September 28, 2009, 5:00 pm, or they can be submitted at the above referenced public hearing.

DRAFT MITIGATED NEGATIVE DECLARATION

Initial Study Number: RDA/CEQA – 2008-3

Project Title:
El Cerrito Road Improvement Project

Project Applicant:
Redevelopment Agency for the County of Riverside

Telephone Number:
(951) 955-8916

Project Location:
The Project is located within the existing El Cerrito Road right-of-way, extending along the segment of El Cerrito Road from Interstate 15 to just northerly of East Ontario Avenue/Temescal Canyon Road, in the unincorporated community of El Cerrito, which is located southerly and easterly of the City of Corona and easterly of Interstate 15 in Section 8, Township 4, Range 6 West, San Bernardino Meridian.

Project Description:
The Redevelopment Agency's El Cerrito Road Improvement consists of storm drain improvements and street improvements of the existing segment of El Cerrito Road between Interstate 15 and East Ontario Avenue/Temescal Canyon Road. The storm drain improvements include demolishing and removing approximately 2,140 linear feet of the existing box culvert and concrete-lined open-channel storm drain and constructing approximately 2,140 linear feet of buried reinforced concrete box culvert along the northerly side of El Cerrito Road. The Street improvements include extending the curb, gutter, and sidewalk along the north side of El Cerrito Road; constructing curb, gutter, and sidewalk along the south side of El Cerrito Road; constructing and landscaping a raised median; re-paving portions of El Cerrito Road; installing a traffic signal at the intersection of El Cerrito Road and Evelyn Street; and installing ten (10) street lights along El Cerrito Road.

FINDING

The Redevelopment Agency for the County of Riverside has reviewed the above project according to the "California Environmental Quality Act" and determined that an Environmental Impact Report need not be prepared because:

{ } The proposed project will not have a significant effect on the environment.

{X} Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the Initial Study have been added to the project and are hereby made part of this Mitigated Negative Declaration.

This determination is based upon an Initial Study. The Initial Study is available for review during normal business hours (8:00a.m. to 5:00p.m. Monday thru Friday) at the County of Riverside Economic Development Agency, 1325 Spruce Street, Suite 400, Riverside, CA 92507, Telephone (951) 955-8916.

Prepared By: Robert Lucas

Robert Lucas, Senior Project Manager

Date: 8-26-09

REDEVELOPMENT AGENCY FOR THE COUNTY OF RIVERSIDE
1325 SPRUCE STREET, SUITE 400
RIVERSIDE, CALIFORNIA 92507
(951) 955-8916

RDA/CEQA-2008-3

REDEVELOPMENT AGENCY FOR THE COUNTY OF RIVERSIDE INITIAL STUDY AND DRAFT MITIGATED NEGATIVE DECLARATION FOR EL CERRITO ROAD IMPROVEMENT PROJECT

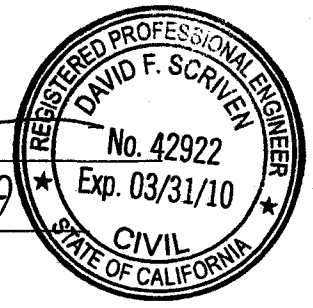
JULY 2009

Prepared by

KRIEGER & STEWART, INCORPORATED
ENGINEERING CONSULTANTS
3602 UNIVERSITY AVENUE
RIVERSIDE, CALIFORNIA 92501
(951) 684-6900

SIGNATURE _____

DATE 7/30/09



807-30.2
(REPORTS/CEQA/807-30-IS)
VEM/DFS/jcb

TABLE OF CONTENTS

TABLE OF CONTENTS

PART 1
PROJECT INFORMATION

PART 1 - PROJECT INFORMATION

A. INTRODUCTION

1. Redevelopment Agency for the County of Riverside

Redevelopment Agency for the County of Riverside (hereinafter, the Agency) was formed with the aim of enhancing the economic position of the county and its residents by improving existing communities, encouraging business growth, and providing cultural and entertainment activities.

The Agency provides improvement projects for existing communities which are in need of social, physical, environmental, or economic assistance and are lacking new investment and private enterprise. The Agency currently undertakes public improvement projects in five designated project areas, each with designated sub-areas. The project described herein is located within Project Area 1-1986, El Cerrito/Temescal Canyon Sub-Area, El Cerrito region.

2. El Cerrito Region

The El Cerrito/Temescal Canyon Sub-Area includes approximately 1,442 acres of land within the Interstate 15 corridor, southeasterly and southerly of the City of Corona. The El Cerrito region of the El Cerrito/Temescal Canyon Sub-Area is located north of Cajalco Road, in the unincorporated community of El Cerrito. Residential uses make up the largest percentage of existing development in the El Cerrito region.

3. El Cerrito Road

El Cerrito Road runs generally northeasterly/southwesterly through the El Cerrito region, from just westerly of Interstate 15 to East Ontario Avenue/Temescal Canyon Road. Currently, it consists of a paved, divided road with the El Cerrito Storm Channel located between the two opposing traveled ways of said road.

4. El Cerrito Storm Channel

The El Cerrito Storm Channel runs generally along the alignment of El Cerrito Road and its northeasterly projection. It consists of a 4' x 8' reinforced concrete box (RCB) culvert from Interstate 15 to approximately 100' northeasterly of Evelyn Street, where it transitions into a concrete-lined, open-channel storm drain situated within a fenced median strip located between the two opposing traveled ways of El Cerrito Road. The open-channel portion of the El Cerrito Storm Channel flows northeasterly within El Cerrito Road from a point just northeasterly of Evelyn Street to the termination of El Cerrito Road at East Ontario Avenue/Temescal Canyon Road. Flows continue northeasterly through a box culvert under East Ontario Avenue/Temescal Canyon Road, then within a concrete-lined open channel approximately 2,100' northeasterly to Minnesota Road, where the concrete-lined channel transitions into a natural channel that ultimately discharges into Temescal Creek. The existing El Cerrito Storm Channel storm drain facilities are not adequate to convey 100-year storm flows for ultimate development, which are estimated to range from approximately 900 cubic feet per second (cfs) at the upstream end of the existing El Cerrito Storm Channel to approximately 1,600 cfs at the downstream end of said channel.

B. PROJECT DESCRIPTION

1. Proposed Project

The Agency's El Cerrito Road Improvement Project (Project) consists of storm drain improvements and street improvements along the segment of El Cerrito Road between Interstate 15 and East Ontario Avenue/Temescal Canyon Road.

a. Storm Drain Improvements

The Project's storm drain improvements consist of replacing portions of the existing concrete El Cerrito Storm Channel (existing storm channel), located generally within El Cerrito Road, with a buried, enclosed concrete storm drain (proposed storm drain) of adequate size to accommodate 100-year storm flows for ultimate development.

Construction of the storm drain improvements is anticipated to include the following activities:

- Demolishing and removing the existing box culvert and concrete-lined open-channel storm drain (approximately 2,140 LF), commencing in El Cerrito Road just northeasterly of Evelyn Street, continuing northeasterly within El Cerrito Road to the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road;

- Demolishing and removing the existing box culvert beneath the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road;

- Constructing approximately 2,140 LF of buried RCB culvert (sized to accommodate 100-year storm water flows for ultimate development) along the northerly side of El Cerrito Road from just northeasterly of Evelyn Street to a point just northeasterly of the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road. The dimensions of the RCB culvert will be from 4 feet by 8 feet to approximately 4.5 feet by 11 feet;

- Constructing a concrete transition structure between the proposed buried RCB and the existing storm channel located northeasterly of the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road. This transition structure will be constructed to accommodate a proposed reinforced concrete pipe (RCP) connection from a proposed Ontario Avenue storm drain facility; and

- Constructing catch basins and approximately 500 feet of buried 18-inch diameter RCP storm drain in Marilyn Drive southerly of El Cerrito Road, connected to the proposed storm drain in El Cerrito Road, to drain nuisance runoff that has historically accumulated along a portion of Marilyn Drive (in a local sump) after storm events.

b. Street Improvements

The Project's street improvements will consist of the following:

- Extending the curb, gutter and sidewalk along the north side of El Cerrito Road and constructing curb, gutter and sidewalk along the south side of El Cerrito Road, from the northeasterly side of Interstate 15 to the southwesterly side of the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road;

- Constructing approximately 1,990 feet of raised median with concrete curb and gutter, and landscaping of said median except for approximately 440' at the southwesterly end of the median;

- Re-paving El Cerrito Road from the northeasterly side of Interstate 15 to the northeasterly side of the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road (the resulting re-paved El Cerrito Road will have two lanes in each direction);

- Installing a traffic signal at El Cerrito Road and Evelyn Street; and

- Installing ten (10) street lights, along the El Cerrito Road alignment, per Riverside County standards.

2. Purpose

Project facilities are intended to improve the quality of life for residents, businesses, and visitors in the community of El Cerrito by reducing traffic congestion in El Cerrito Road between Interstate 15 and East Ontario Avenue/Temescal Canyon Road, and by providing improved storm drain facilities that will accommodate 100-year storm flows for ultimate development in the area.

3. Location

The Project site is located within the existing El Cerrito Road right-of-way, extending along the segment of El Cerrito Road from Interstate 15 to just northeasterly of East Ontario Avenue/Temescal Canyon Road, in the unincorporated community of El Cerrito, which is located southerly and easterly of the City of Corona and easterly of Interstate 15 in Section 8, Township 4 South, Range 6 West, San Bernardino Meridian (SBM). See Figures 1 and 2.

C. ENVIRONMENTAL SETTING

Project Area

The community of El Cerrito is located in Riverside County, and is surrounded by the City of Corona on three sides. It is considered a rural community with low-density residential development, and it includes a variety of lot sizes and housing types.

Climate in the Project area is characterized by high temperatures often exceeding 100 °F during summer months, with temperatures averaging 49 °F during winter months. Rainfall averages approximately ten inches per year, with most rainfall occurring between December and March.

The Project site is bounded by El Cerrito Elementary School, El Cerrito Middle School, and residential development to the north; open space to the east with the Temescal Wash beyond; and residential development to the south and west.

D. LEAD AGENCY

Redevelopment Agency for the County of Riverside is lead agency for the Project, as it is the public agency with the primary responsibility for preparing environmental documents and for approving, financing, and constructing the Project.

E. AUTHORITY

The Agency is a redevelopment agency of the County of Riverside duly created, established, and authorized to transact business and exercise its powers, all under and pursuant to the provisions of the Community Redevelopment Law (California Health and Safety Code Section 33000 et seq.) for the purposes of enhancing economic and community development. Section 33445 of the California Health and Safety Code provides that a redevelopment agency may pay all or part of the costs of construction of any building, facility, structure, or other improvement which is to be publicly owned and is located within or outside of a redevelopment project area upon making certain findings. The Project will assist in the elimination of physical blighting conditions within the Project area by improving existing infrastructure that is currently characterized by

substandard conditions. The Project is a continuation of the authority that the Agency has exercised in the past.

F. COMPLIANCE WITH CEQA

This is a public information document. Information contained herein is intended to explain the environmental impacts expected to result from construction and operation of the Project, and to satisfy the disclosure requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

PART 2
ENVIRONMENTAL EFFECTS AND CHECKLIST

PART 2 - ENVIRONMENTAL EFFECTS AND CHECKLIST

A. PROJECT INFORMATION

1. Project Title:

El Cerrito Road Improvement Project

2. Lead Agency Name and Address:

Redevelopment Agency for the County of Riverside
1325 Spruce Street, Suite 400
Riverside, CA 92507

3. Contact Person and Phone Number:

Robert Lucas
Senior Project Manager, Redevelopment Agency for the County of Riverside
(951) 955-8916

4. Project Location:

The Project site is located within the existing El Cerrito Road right-of-way, extending along the segment of El Cerrito Road from Interstate 15 to just northeasterly of East Ontario Avenue/Temescal Canyon Road, in the unincorporated community of El Cerrito, which is located southerly and easterly of the City of Corona and easterly of Interstate 15 in Section 8, Township 4 South, Range 6 West, San Bernardino Meridian (SBM). See Figures 1 and 2.

5. Project Sponsor's Name and Address:

Redevelopment Agency for the County of Riverside
1325 Spruce Street, Suite 400
Riverside, CA 92507

6. General Plan Designation:

Rural Community – Low Density Residential
Community Development – Commercial Retail

7. Zoning: N/A

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheet(s) if necessary.)

See Pages 2-5.

9. **Surrounding Land Uses and Setting:** (Briefly describe the project's surroundings.)

The community of El Cerrito is located in Riverside County, and is surrounded by the City of Corona on three sides. It is considered a rural community with low-density residential development, and it includes a variety of lot sizes and housing types.

Climate in the Project area is characterized by high temperatures often exceeding 100 °F during summer months, with temperatures averaging 49 °F during winter months. Rainfall averages approximately ten inches per year, with most rainfall occurring between December and March.

The Project site is bounded by El Cerrito Elementary School, El Cerrito Middle School, and vacant land to the north; scattered commercial and residential uses to the east with the Temescal Wash beyond; residential development to the south; and Interstate 15 to the west.

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement):

- California Regional Water Quality Control Board, Santa Ana Region (Section 401 Water Quality Certification)
- Riverside County Flood Control and Water Conservation District (Encroachment Permit)
- Riverside County Transportation Department (Encroachment Permit)
- United States Army Corps of Engineers (Section 404 Permit)
- California Department of Transportation (Encroachment Permit for Traffic Signal)

B. 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	❑ Agriculture Resources	❑ Air Quality
❑ Biological Resources	❑ Cultural Resources	❑ Geology/Soils
❑ Hazards & Hazardous Materials	❑ Hydrology/Water Quality	❑ Land Use/Planning
❑ Mineral Resources	❑ Noise	❑ Population/Housing
❑ Public Services	❑ Recreation	❑ Transportation/Traffic
❑ Utilities/Service Systems	❑ Mandatory Findings of Significance	

C. **DETERMINATION** (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

DLS — 7/30/09

David F. Scriven — Date
KRIEGER & STEWART, INCORPORATED
Agency Consulting Engineer
REDEVELOPMENT AGENCY FOR THE COUNTY OF RIVERSIDE

D. 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, 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 is 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 (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses 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 Analyses 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.

6. 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 in the discussion.

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 significant.

E. ENVIRONMENTAL CHECKLIST

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	❑	❑	❑	☒

The Project consists of improvements to an existing street and an existing concrete-lined storm channel. Project facilities will not have an adverse effect 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?	❑	❑	❑	☒

The Project consists of improvements to an existing street and existing storm drain facilities, which will be designed in accordance with the specifications set forth in County of Riverside Ordinance No. 461, Road Improvement Standards and Specifications. No trees, rock outcroppings, or historic buildings within a state scenic highway will need to be removed as part of the Project. The Project is located in close proximity to Interstate 15, which is an Eligible State Scenic Highway (not officially designated); however, Project facilities will be either belowground or low-lying and unobtrusive. Therefore, the Project will not substantially damage any scenic resources.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	❑	☒

The Project consists of improvements to existing facilities and will not substantially degrade the existing visual character of the site and its surroundings. The Project is expected to improve the existing visual character of the area by replacing an existing concrete-lined, open-channel storm drain that is enclosed by a chain link fence and is situated along the center of El Cerrito Road with a buried, enclosed concrete storm drain. The addition of curb, gutter, sidewalk, and landscaped median as part of the Project will also contribute to the improved visual quality of the surrounding area. See also I.a. and I.b. above.

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

The Project includes the installation of ten street lights along El Cerrito Road. Said street lights will be designed in compliance with the specifications set forth in County of Riverside Ordinance No. 461 and in conformance with County of Riverside Arterial Highway Lighting Standard No. 1001. Further, the Project site is not located within an area subject to the Mt. Palomar Nighttime Lighting Policy. According to Figure 6, "Mt. Palomar Nighttime Lighting Policy" in the Temescal Canyon Area Plan of the County of Riverside General Plan, dated October 2003, the Project site is located approximately five miles northwesterly of the outer boundary of Zone B of the Mt. Palomar Nighttime Lighting Policy. Therefore, the Project would not adversely affect day or nighttime views in the area.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	☒

The Project consists of improvements to an existing street and existing storm drain facilities. According to Riverside County Land Information System (RCLIS) data, the Project site is located within an area designated as "urban and built-up land". The Project is not located on or adjacent to any designated farmland and will not convert any farmland to non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❑	❑	❑	☒

The Project consists of improving existing facilities and will not conflict with existing zoning for agricultural use or with a Williamson Act contract. See also II.a. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❑	❑	❑	☒

The Project will not require or result in the conversion of farmland to non-agricultural use. See also II.a. and II.b. above.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	☒	❑

Including short-term impacts during construction, the Project will have minimal effects upon air quality. The Project will not conflict with or obstruct implementation of the applicable air quality plan, and ongoing operation and maintenance of the Project facilities will not result in an increase in existing air pollutant emissions in the Project area. Refer also to Table 1, herein. Estimated construction air pollutant emissions calculations are based upon emissions factors established by the California Air Resources Board (CARB) and provided by South Coast Air Quality Management District (SCAQMD).

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

The Project site is located within the South Coast Air Basin (SOCAB), which is under the jurisdiction of SCAQMD. State and federal designations for SOCAB are as follows:

- *SOCAB is designated as non-attainment under both federal and state ozone standards.*
- *SOCAB is designated as non-attainment under federal carbon monoxide (CO) standards; however, the Riverside County area of SOCAB has not exceeded either federal or state CO standards in over five years.*
- *SOCAB has not exceeded either federal or state standards for nitrogen dioxides in the past five years. SOCAB is designated as a maintenance area (an area that was once classified as non-attainment but has recently shown achievement of air quality standards) for nitrogen dioxides under federal standards and as an attainment area under state standards.*
- *SOCAB is designated as in attainment for sulfur dioxide under both state and federal standards.*
- *SOCAB is designated as non-attainment for PM_{10} under both state and federal standards.*

The Project is intended to decrease traffic congestion, not to allow for increased traffic; therefore, a significant increase in vehicular air pollutant emissions after construction is not anticipated. Construction of the Project will result in a temporary increase in the quantity of airborne dust. Dust will be mitigated to the extent possible using dust palliatives (such as water) and best management practices specified in the construction contract documents for the Project. The Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. See also III.a. above.

Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, mandates the reduction of greenhouse gas (GHG) emissions to 1990 levels by the year 2020. Senate Bill 97 (SB 97), enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. SB 97 directs the Governor's Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions", and directs the Resources Agency to certify and adopt the CEQA Guidelines by January 1, 2010.

State law defines GHGs to include the following: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_20), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (California Health and Safety Code § 38505(g)). The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide, respectively.

Estimated air pollutant emissions, including those of carbon dioxide and methane, that will result from the Project are those that will be generated during Project construction. Operation of Project facilities will not generate any increased air pollutant emissions. The air pollutant emissions estimated to be generated during Project construction are set forth in Table 1, herein. Based on these estimates, air pollutant emissions for regulated contaminants will not exceed the daily construction thresholds established by SCAQMD.

The South Coast Air Quality Management District Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD, October 2008) includes a summary and discussion of various methods that have been set forth by other agencies for the purpose of determining the significance of GHGs. One method cited in said document and termed Threshold Number 2.3, "is based on CARB's proposed mandatory reporting threshold of 25,000 metric tons of carbon dioxide equivalent (CO_2Eq) per year. Alternatively, use the Market Advisory Committee [threshold] of 10,000 metric tons of CO_2Eq per year. Projects less than either would not be significant."

CO_2Eq is defined by the United States Environmental Protection Agency (USEPA) as, "A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential (GWP)...The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP." According to this formula, Project construction is estimated to result in a total of approximately 650 metric tons of CO_2Eq. Therefore, based on the proposed thresholds described above, the Project will not have a significant impact on climate change.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❑	❑	☒	❑

Construction of the Project will not result in a cumulatively considerable net increase of CO, ozone, PM_{10}, or nitrogen dioxides, for which the Project region is designated as non-attainment under applicable federal and/or state ambient air quality standards. See also III.a. and III.b. above.

d) Expose sensitive receptors to substantial pollutant concentrations?	❑	☒	❑	❑

El Cerrito Elementary School and El Cerrito Middle School are located along El Cerrito Road, adjacent to the Project site. In addition, a church and a number of houses are located adjacent to the Project site. There will potentially be an increase in air pollutant emissions during Project construction, including particulate matter in the form of dust; however, it is estimated that said emissions will be short-term and will remain below the daily construction thresholds set forth by SCAQMD. Further, site-specific mitigation measures will require that the measures be implemented during construction. Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations, and no significant adverse impacts are anticipated. See also III.a. and III.b. above.

The following mitigation measures are included in the Mitigation Monitoring Program in Appendix A:

- *Contract documents will require that heavy equipment used by the construction contractor meets United States Environmental Protection Agency (USEPA) emission standards of Tier 1 or better, to the extent feasible, during Project construction.*

- *Contract documents will require that the construction contractor apply dust palliatives (such as water) to all soils disturbed by Project construction, at a frequency necessary and practicable to control fugitive dust.*

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The Project will generate some transient odors during asphalt placement; however, the impact will be less than significant and short-term.

IV. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

The Project is intended to improve existing facilities located within and adjacent to existing street rights-of-way in a suburban area, within which there are no known sensitive species. The Project will not have a substantial adverse effect on any candidate, sensitive, or special-status species.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

The El Cerrito Storm Channel is tributary to the Temescal Wash, which supports a riparian corridor. The Project includes improving existing storm drain facilities to accommodate 100-year storm flows under conditions of ultimate development in the community. Project improvements to the storm drain facilities and to El Cerrito Road will not have a substantial adverse effect on any streambed, riparian habitat, or other sensitive natural community; therefore, a California Department of Fish and Game Streambed Alteration Agreement is not required. The Agency has applied for a Section 404 permit from the United States Army Corps of Engineers (Corps), and will comply with all conditions set forth in said permit. The Agency has also applied for a Section 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region. See IV.f. herein for a discussion of potential impacts upon habitats identified in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). See VIII.c. herein for additional discussion of potential impacts upon riverine habitats.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

There are no wetlands located in the Project area, and the Project will not have an adverse effect on any wetlands as defined by Section 404 of the Clean Water Act. See IV.f. below for a discussion of potential impacts upon habitats included in the MSHCP.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	❑	☒

The Project consists of improving existing facilities within an existing developed area and will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. See also IV.a., IV.b., and IV.c. above.

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

The Project does not conflict with any known local policies or ordinances protecting biological resources. See IV.f. for a discussion of potential impacts upon habitats and species included in the MSHCP.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☒	☐

According to RCLIS data, the Project is located within the coverage area of the MSHCP, and does not lie within a Criteria Cell of the MSHCP. The Criteria Cells nearest the Project site are 2304 (located approximately 1,100 feet easterly of the Project site) and 2206 (located approximately 1,300 feet northeasterly of the Project site). According to MSHCP Figure 3-33 "Temescal Canyon Area Plan With Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria", the Project site is located within an area designated "Developed/Disturbed Land".

The Temescal Wash, to which the El Cerrito Storm Channel is tributary, traverses the following Criteria Cells downstream of the Project site: 2206, 2208, 2306, 2402, 2507, 2610, 2723, 2827, 2828, 2931, 3035, 3036, 3039, 3142, 3245, 3348, 3349, 3350, 3448, and 3449 before forking and discharging into both Indian Canyon Wash and Lee Lake. These Criteria Cells are located within the Temescal Canyon Area Plan, with the exception of Criteria Cells 3448 and 3449, which are located within the Elsinore Area Plan.

The Project is not anticipated to adversely impact the Temescal Wash or any biological resources within the Criteria Cells listed above. Flows within the El Cerrito Storm Channel, if present during Project construction, will be diverted around the construction site. The Project does not include any components that will otherwise result in a change in the quality or net quantity of flows within the El Cerrito Storm Channel, the Temescal Wash, or any other downstream water bodies.

The Project is consistent with all applicable MSHCP requirements, and, Project consistency with the following sections of the MSHCP is described in additional detail below:

MSHCP Sections 3.2: Description of the MSHCP Conservation Area and 3.2.1: The MSHCP Plan Map. According to MSHCP Sections 3.2 and 3.2.1 and Figure 3-1 "MSHCP Plan Map", the Project site is located within the MSHCP boundary area, and is not located within any of the following:

- *Cell with unique ID (Criteria Area)*
- *Special Linkage Area*
- *Rural Mountainous Designation in MSHCP Plan Area*
- *American Indian Lands (not a part of the MSHCP)*
- *Lake*
- *Public/Quasi-Public Conserved Lands*
- *Preexisting Conservation Agreements*
- *San Jacinto Wildlife Area Additional Acquisition*

MSHCP Section 6.1.2: Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools. The Project site includes the existing El Cerrito Storm Channel. Said channel is an open, concrete-lined storm channel that prevents flooding of the surrounding developed area by collecting storm water flows and conveying said flows to the Temescal Wash. The Project includes replacing portions of the existing concrete-lined open-channel storm drain with a buried, enclosed concrete storm drain. Any flows present within said channel during construction will be diverted around the construction zone, and, once placed back into normal operation, the El Cerrito Storm Channel will continue to operate belowground in substantially the same manner as the pre-project aboveground operation. Therefore, the Project will not adversely impact the biological functions or values of the El Cerrito Storm Channel or the Temescal Wash.

MSHCP Section 6.1.3: Protection of Narrow Endemic Plant Species. The Project is located within an existing developed urban area, and no narrow endemic plant species will be impacted by the Project.

MSHCP Section 6.1.4: Guidelines pertaining to the Urban/Wildlands Interface. The guidelines presented in MSHCP Section 6.1.4 "are intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area, where applicable. The Project is located in an existing developed urban area and does not propose new development.

MSHCP Section 6.3.2: Additional Survey Needs and Procedures. Section 6.3.2 of the MSHCP lists plants and animals for which surveys are required when a project will impact potential Habitat for said species. The Project will remain within existing road rights-of-way within an existing developed area and will not extend into any undisturbed habitat areas. Figure 6-4 "Burrowing Owl Survey Areas with Criteria Area" shows the areas that require surveys for burrowing owls. The Project site is not located within a burrowing owl survey area. The Project will not impact any natural habitats; therefore, the Project will not impact any of the sensitive species listed in Section 6.3.2 of the MSHCP, and no biological surveys are required for the Project.

MSHCP Sections 7.5: Guidelines for Facilities within the Criteria Area and Public/Quasi-Public Lands and 7.5.3: Construction Guidelines. Section 7.5.3 of the MSHCP lists construction guidelines for facilities within criteria areas and Public/Quasi-Public lands. The Project is not located in an area designated as a criteria area or as Public/Quasi-Public lands. The Criteria Cell nearest the Project site is 2304, which is located approximately 1,100 feet easterly of the Project site. Since the Project will remain within existing road rights-of-way, Project construction activities will remain at a distance from said cell that will prevent any significant impacts by the Project to habitat protected by the cell. While some of the construction guidelines set forth in MSHCP Sections 7.5 and 7.5.3 may be implemented as part of Project construction. Said sections do not apply to this Project.

MSHCP Appendix C: Standard Best Management Practices. Some of the Standard Best Management Practices set forth in Appendix C of the MSHCP may be implemented during Project construction; however, the Project is not located within a Conservation Area or Criteria Area of the MSHCP, and therefore, implementation of the measures set forth in Appendix C is not required for this Project.

For the reasons stated above, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	❑	❑	❑	☒

The Project is situated within existing street rights-of-way located within a suburban area. The Project site has been previously disturbed during construction, operation, and maintenance of the existing street and storm drain facilities. Any cultural resources at the Project site would likely have been uncovered during previous grading activities. If buried cultural materials are discovered during Project construction, all work in the area will be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the find.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	❑	❑	❑	☒

See V.a. above. The Project will not cause a substantial adverse change in the significance of a known archaeological resource pursuant to State CEQA Guidelines Section 15064.5. See also V.a. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

There are no known paleontological resources in the Project area. However, according to RCLIS data, the Project site is located within an area designated as having "high potential" for paleontological sensitivity. The Project consists of improvements to existing facilities as well as the installation of an underground storm drain facility. While any onsite paleontological resources, if existing, could have been uncovered during previous grading and construction activities for the existing street and storm drain facilities, further excavation activities could impact existing but undiscovered resources. If any paleontological resources are discovered during Project construction, all construction activities will be halted or diverted until a qualified paleontologist can determine the nature and significance of the find. Therefore, the following mitigation measure shall be implemented to address potential impacts to any paleontological/cultural resources encountered during construction:

If any potential archaeological or paleontological resources are uncovered at the Project site during Project construction, then all construction activities shall halt, and a qualified archaeologist, a qualified paleontologist, or both, shall be retained to determine the nature and significance of said potential resources. Construction activities may resume after the appropriate specialist(s) has (have) completed analyzing, removing, or analyzing and removing any potential archaeological/paleontological resources.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	❑	☒

No known cemeteries or burial grounds exist at the Project site or in the vicinity. If human remains are encountered during Project construction, the County Coroner will be notified immediately, and all work in the area will be halted or diverted until the remains are removed, or a qualified archaeologist and historian can evaluate the nature and significance of the finds. The Project will comply with State CEQA Guidelines Section 15064.5. (See mitigation measures in V.c. above.)

VI. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❑	❑	❑	☒

According to Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada (California Department of Conservation, Division of Mines and Geology; 1998) and Division of Mines and Geology Special Publication 42, the Project site is located approximately 1.2 miles easterly of the Chino-Central Avenue Fault Zone and approximately 2.5 miles northerly of the Elsinore (Glen Ivy) Fault Zone; however, the Project includes constructing improvements to an existing street and existing storm drain facilities. According to Figure S-2 "Earthquake Fault Study

Zones" of the County of Riverside General Plan (2003), the Project site is not located within an Alquist-Priolo zone or within any other earthquake fault study zone. Further, Project facilities do not contain structures that are intended for human occupancy. Therefore, the Project will not conflict with any Alquist-Priolo Earthquake Fault Zone requirements, and will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

Issues:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii)	Strong seismic ground shaking?	❑	❑	☒	❑

The Chino-Central Avenue Fault is located approximately 1.2 miles westerly of the Project site, and the Elsinore Fault (Glen Ivy) is located approximately 2.5 miles southerly of the Project site. Both faults are classified as Type B Faults as described in Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada (California Department of Conservation, Division of Mines and Geology; 1998). According to Figure S-2 "Earthquake Fault Study Zones" of the County of Riverside General Plan (2003), the Project site is not located within an Alquist-Priolo zone or within any other earthquake fault study zone. The Project site may experience strong seismic ground shaking during the life of the Project. As required for any development, including this Project, future construction must comply with standard seismic design parameters specified by the California Building Code. The Project consists of improving an existing street and existing storm drain facilities and does not include any structures that are intended for human occupancy; therefore, the Project will not expose people or structures to a substantial risk of loss, injury, or death as a result of strong seismic ground shaking.

iii)	Seismic-related ground failure, including liquefaction?	❑	❑	☒	❑

According to RCLIS data, the Project area has been determined to have "very low" liquefaction susceptibility, with the exception of the intersection of El Cerrito Road and East Ontario Avenue/Temescal Canyon Road, which has been mapped as having "moderate" susceptibility to

liquefaction. The Project consists of improvements to existing facilities; therefore, the Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure or liquefaction. See also VI.a.i. and VI.a.ii. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒

According to Figure S-4, "Earthquake-Induced Slope Instability Map" of the County of Riverside General Plan (2003), the Project site is not located in an area designated as susceptible to earthquake-induced slope instability. Further, according to Figure S-5, "Regions Underlain by Steep Slopes", slopes at the Project site are less than 15%. Therefore, the Project will not expose people or structures to potential substantial adverse effects, including loss, injury, or death resulting from landslides.

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

The Project consists of improvements to an existing street and existing storm drain facilities, and will not result in substantial soil erosion or the loss of topsoil. Further, construction contract documents for the Project will require construction contractors to use dust palliatives (such as water) to prevent wind erosion, and to return soil conditions at construction sites to near preconstruction conditions (e.g. through soil compaction) to prevent changes in topography or soil instability.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is located within an area mapped as having "very low" liquefaction susceptibility (Figure S-3, "Generalized Liquefaction" of the County of Riverside General Plan [2003]), and "low to locally moderate susceptibility to landslides and rockfalls" (Figure S-4 "Earthquake-Induced Slope Instability Map" of the County of Riverside General Plan [2003]). According to Figure S-7, "Documented Subsidence Areas" of the County of Riverside General Plan (2003), the Project site is mapped in the "susceptible areas" subsidence zone; however, the nearest area with documented subsidence is approximately 23 miles southeasterly of the Project site. Further, construction of the Project does not have the potential to increase soil instability, and the Project does not include any structures that are intended for human occupancy. See also VI.a.iii., VI.a.iv., and VI.b. above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☐	☒

According to the geotechnical investigation performed by John R. Byerly, Incorporated, dated June 21, 2006 (Appendix B of this Initial Study), soils encountered along El Cerrito Road "are generally considered to have a very low expansion potential in accordance with Table 18-1-B of the California Building Code". Further, the Project consists of improvements to existing facilities, which are not intended for human occupancy; therefore, Project facilities will not create substantial risks, resulting from expansive soils, to life or property. See also VI. c. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

No septic tanks or alternative wastewater disposal systems are proposed.

VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

The Project will not use, generate, transport, or dispose of any hazardous materials in amounts capable of creating a hazard to the public or to the environment. Small quantities of paint, lubricants, fuel, and adhesives will be used during construction. Said use will be strictly controlled, and waste materials will be properly disposed of. Such materials will not be allowed to enter any storm drain, stream, or drainage. Therefore, the Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❑	❑	☒	❑

As only small quantities of paint, lubricants, fuel, and adhesives will be used during construction; there is no potential for a significant hazard to the public involving the release of hazardous materials into the environment. All such materials will be strictly controlled in accordance with all applicable regulations. See also VII.a. above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	❑	☒

There are two existing schools (El Cerrito Middle School and El Cerrito Elementary School) located within one-quarter mile of the Project site; however, since the Project will not transport, dispose, store, or use significant quantities of hazardous materials, there is no potential for exposure to the schools.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project is not located on a site that is included on the list of hazardous materials sites maintained by the Department of Toxic Substances Control. The site included on said list that is nearest the Project site is the Liston Aluminum Company Site, which is located at 9107 Cajalco Road, Corona, California 92881, approximately 1.5 miles southeasterly of the Project site. Therefore, the Project will not create a significant hazard to the public or the environment due to its being located on a hazardous materials site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

The Project is not located within an airport land use plan or within two miles of any airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

The Project is not located within the vicinity of a private airstrip.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	☒	❑

Transportation corridors will remain open throughout Project construction, and will not be affected by Project operation once the completed facilities are placed into service. Construction contract documents will require the contractor to provide safe and adequate traffic control measures during construction. The Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	❑	❑	☒	❑

According to Figure S-11, "Wildfire Susceptibility" of the County of Riverside General Plan (2003), the Project site is not located within a wildfire susceptibility zone. There is a slight risk of a fire occurring during construction of Project facilities; however, the risk will be less than significant and short-term. In addition, construction contract documents for the Project will require construction contractors to comply with safety standards specified in Title 8, California Code of Regulations, and that any equipment or machinery that poses a risk of emitting sparks or flame be equipped with an arrestor, thereby further limiting potential impacts.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

VIII. HYDROLOGY AND WATER QUALITY.

Would the project:

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

The Project includes improving an existing street and existing storm drain facilities. The proposed storm drain improvements will be designed to allow the storm drain to accommodate 100-year storm flows for ultimate development in the area. The Project does not include features that would result in a violation of any water quality standards or waste discharge requirements.

b) Substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

Project facilities do not have a water demand, and do not have the potential to substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❑	❑	☒	❑

The Project includes improvements to an existing street and existing storm drain facilities. Urban drainage patterns will be changed slightly in the local area, but not to an environmentally-significant degree. The Project will not alter the course of a stream or river.

The existing channel is a storm water conveyance facility designed to prevent flooding of the surrounding developed area. The Project intends to improve said facilities to accommodate 100-year storm flows for ultimate development in the area.

The channel's function and value will not be adversely impacted, but will be improved, by the Project, and the channel will continue to serve the community as a stormwater conveyance facility. Said facility will continue to be tributary to the Temescal Wash, and the quality and net quantities of stormwater conveyed by the channel to the Temescal Wash will not be impacted by the Project, and the Project will not impact the riverine aspect, nor the biological resources, of the Temescal Wash.

Existing channel flows, if present during construction, will be temporarily diverted around the construction zone.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❑	❑	☒	❑

The Project will not substantially alter the existing drainage pattern of the site or area. Quantities of surface runoff will increase slightly as a result of increased surface area (additional lanes) on El Cerrito Road; however, said increase will be less than significant. The Project will reduce the risk of local flooding by increasing the capacity of the El Cerrito Storm Channel to accommodate 100-year storm flows under conditions of ultimate development in the area. See also VIII.c. above.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	❑	❑	❑	☒

The Project does not have the potential to create or contribute quantities of runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The Project is intended to increase the capacity of the existing storm water drainage system in order to accommodate 100-year storm flows under conditions of ultimate development.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

The Project does not have the potential to substantially degrade water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

Project facilities do not include housing.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

According to the Federal Emergency Management Agency Flood Insurance Rate Map for Riverside County, California (Unincorporated Areas), Community-Panel Number 060245 1360 C, the Project site is located within Zone A3, which is defined as "areas of 100-year flood; base flood elevations and flood hazard factors determined". The Project includes improvements to an existing street and existing storm drain facilities. The proposed storm drain improvements will be designed to accommodate storm flows for a 100-year storm event under conditions of ultimate development. The Project does not include any structures that would impede or redirect flood flows.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

The Project will decrease the risk of flooding in the Project area by increasing the capacity of the existing storm drain facilities to accommodate 100-year storm flows for ultimate development in the area. The Project does not include facilities that would increase the likelihood of flooding in the area. Therefore, the Project does not have the potential to expose people or structures to significant risk of loss, injury, or death involving flooding. See also VIII.h. above.

j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

There are no significant bodies of surface water in the Project vicinity; therefore, the Project has no potential to expose people or structures to inundation by seiche, tsunami, or mudflow.

IX. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

The Project consists of improving an existing street and existing storm drain facilities. The Project does not include features that would have the potential to physically divide an established community.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	❑	☒

The Project will not conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the Project.

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

The Project will not conflict with any adopted habitat conservation plan or natural community conservation plan. See also IV.f. above.

X. MINERAL RESOURCES. Would the project:

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

According to Figure OS-5, "Mineral Resources" of the County of Riverside General Plan (2003), the Project site is mapped as Mineral Resource Zone 3, which is defined as "areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposits is undetermined." Further, the Project consists of improvements to existing facilities; therefore, the Project will not result in the loss of availability of a known mineral resource.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 land use plan?	❑	❑	❑	☒

There are no designated mineral resource recovery sites within or adjacent to the Project site. The Project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. See also X.a. above.

XI. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❑	❑	☒	❑

There will be some noise generated during construction and operation of the Project; however, said noise will be less than significant for the following reasons:

- *The Project will comply with the Noise Element of the County of Riverside General Plan (2003) and any other applicable noise ordinances.*

- *Construction contract documents for the Project will require contractors to equip all machinery and equipment with appropriate noise control devices (e.g. mufflers), thereby further limiting potential impacts.*

To protect employees and contractors, the Project will comply with all applicable safety standards pertaining to employee noise exposure specified in Article 105, Title 8, California Code of Regulations.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	❑	❑	☒	❑

See XI.a. above for a discussion of noise. Any ground borne vibration generated during construction of the Project will be less than significant and short-term.

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

The road improvements are intended to decrease traffic congestion, not to increase traffic; therefore, no significant increase in ambient noise is anticipated after construction. The Project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

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

The Project will result in an increase in ambient noise levels in the Project vicinity during Project construction through the use of diesel trucks, heavy equipment, and excavation machinery; however, noise generated during construction activities will be temporary. All construction activities will comply with the Noise Element of the County of Riverside General Plan (2003) and Ordinance No. 457.98. See also XI.a. above.

Given the fact that the Project is located adjacent to two schools, a church, and a number of occupied residences, the following mitigation measures shall apply:

- *Contract documents will require the construction contractor to equip all machinery and equipment with appropriate noise control devices, such as mufflers.*
- *Contract documents will require the construction contractor to comply with all applicable safety standards pertaining to employee noise exposure specified in Article 105, Title 8, CCR.*

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	☒

The Project is not located within an airport land use plan or within two miles of a public airport or public use airport.

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

The Project site is not located within the vicinity of a private airstrip.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

XII. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)? ☐ ☐ ☐ ☒

The Project is intended to assist in the elimination of physical blighting conditions in the Project area by improving existing infrastructure (i.e. improvements to existing street and to existing storm drain facilities). The additional street lanes on El Cerrito Road are intended to reduce existing traffic congestion. The Project will not induce any population growth in the area, either directly or indirectly.

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

The Project does not include any features that will require the destruction or relocation of existing housing.

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

The Project does not include any features that will require the displacement or relocation of people or the construction of replacement housing. See also XII.b. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES. Would the project:				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
The Project does not include any features or facilities that will require additional or unusual fire protection resources.				
Police protection?	☐	☐	☐	☒
The Project does not include any features or facilities that will require enhanced levels of police protection.				
Schools?	☐	☐	☐	☒
The Project does not have the potential to induce either an increase or a decrease in population in the Project area; therefore, the Project will not result in a greater or lesser demand for schools.				
Parks?	☐	☐	☐	☒
The Project does not have the potential to induce either an increase or a decrease in population in the Project area; therefore, the Project will not result in a greater or lesser demand for parks.				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities?	❑	❑	❑	☒

The Project does not require the construction or alteration of any public facilities in addition to those proposed for improvement by the Project, nor will the Project create an increased use of other public facilities.

XIV. RECREATION. Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	☒

Project facilities do not have the potential to increase the population of the area; therefore, the Project will not increase the use of existing parks or other recreation facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	❑	❑	❑	☒

The Project does not include recreational facilities and will not require the construction or expansion of any recreational facilities. See also XIV.a. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION / TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐

The Project will result in a minor, short-term increase in the number of vehicle trips over the course of construction as a result of construction traffic, as well as lane closures during construction. The Project is also located adjacent to elementary and middle schools and a number of occupied residences. Vehicular traffic and any pedestrians in the area could be impacted during the construction phase of the Project; however, said impacts will be temporary in nature. Further, construction contract documents for the Project will require the construction contractor to provide adequate and safe traffic control measures that will both accommodate local traffic and ensure the safety of travelers within the Project area, thereby further limiting potential impacts. The road improvements are intended to decrease traffic congestion, not to increase traffic volume. The Project will not result in a permanent increase in traffic in the Project area. The following mitigation measures shall apply to the Project:

- *The construction contractor shall develop and implement a Traffic Control Plan, which will provide adequate and safe traffic control measures that will accommodate both local traffic and construction traffic, while ensuring the safety of all travelers (including pedestrians and cyclists) during construction within the Project area. Said Traffic Control Plan shall be reviewed and approved by Riverside County Transportation Department prior to commencement of construction activities.*

- *Access to all residences, schools, churches, and businesses in the Project area shall be maintained at all times, as practicable, during Project construction.*

Issues:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒

The Project is anticipated to decrease traffic congestion by providing additional lanes on El Cerrito Road. The Project will not result in traffic levels that would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. See also XV.a. above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒

Air traffic patterns will not be affected by the Project.

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

Project facilities consist of improvements to an existing street and existing storm drain facilities. Said improvements will be designed according to all applicable County of Riverside design standards and will not substantially increase hazards due to design features or incompatible uses.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	❑	❑	❑	☒

The Project will be designed according to requirements and standards of the Riverside County Fire and Transportation Departments. Compliance with applicable standards ensures that the Project will not result in inadequate emergency access. See also XV.a. and XV.d. above.

f) Result in inadequate parking capacity?	❑	❑	❑	☒

The Project will have no impact on parking capacity.

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

The Project will not conflict with any adopted policies, plans, or programs supporting alternative transportation. See also XV.a. and XV.d. above.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	❑	☒

Project facilities will not generate wastewater.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	❑	☒

The Project will not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. See also XVI.a. above.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	☒	❑

The Project includes the improvement of existing storm drain facilities in order to accommodate 100-year storm flows for ultimate development in the area. As discussed herein, construction of said improvements will not cause significant environmental effects.

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

The Project does not have a water demand. A short-term water supply for construction of the Project will be provided by City of Corona. No new or expanded entitlements are needed.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	❑	☒

The Project will not generate wastewater. See also XVI.a. and XVI.b. above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	☒	❑

The Project will generate construction waste, particularly asphalt and concrete rubble, during demolition of the existing street and concrete-lined storm channel. The asphalt and concrete rubble will be hauled to an appropriate recycling facility. All other construction debris will be minimal and will be accommodated by a local landfill.

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

The Project will comply with all federal, state, and local statutes and regulations related to solid waste. See also XVI. f. above.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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 threatened species or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

The Project will not result in substantial adverse impacts upon any biological resources. See IV.a. and IV.b. above for a discussion of potential impacts upon biological resources. The Project will not eliminate important examples of the major periods of California history or prehistory. See V.a. and V.c. above for a discussion of potential impacts to cultural resources and a description of proposed mitigation measures.

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.)	☐	☐	☐	☒

None of the potential impacts of the Project are cumulatively considerable.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❑	☒	❑	❑

The Project could create some temporary adverse effects upon human beings, due to increased construction noise, air quality, and traffic safety issues. However, mitigation has been provided to address such impacts (See Sections III. Air Quality, XI. Noise, and XV. Transportation/Traffic, as well as the Mitigation Monitoring Program in Appendix A). The Project will potentially result in a beneficial effect upon human beings in that it will reduce the risk of flooding by increasing the capacity of the existing El Cerrito Storm Channel to adequately contain 100-year storm flows for ultimate development in the area, will reduce local traffic congestion by adding additional lanes to El Cerrito Road, and will improve local safety conditions by the addition of street lights and a traffic signal on El Cerrito Road. Further, the Project will assist in the elimination of physical blighting conditions within the Project area.

PART 3
REFERENCES AND SOURCES

PART 3 - REFERENCES AND SOURCES

- California Department of Toxic Substances Control Website, http://www.envirostor.dtsc.ca.gov/public
- California Department of Transportation Website, http://www.dot.ca.gov/hq/LandArch/scenic_highways/
- California Government Code, Section 53091
- CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993
- The Climate Trust Website, http://www.climatetrust.org/solicitations_2007_Metrics.php, accessed June 15, 2009
- County of Riverside General Plan, County of Riverside Transportation and Land Management Agency, October 2003
- Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, Riverside County, California (Unincorporated Areas), Community-Panel Number 060245 1360 C, revised September 30, 2003
- Guidelines for Implementation of the California Environmental Quality Act; California Code of Regulations, Title 14, Chapter 3; http://ceres.ca.gov/topic/env_law/ceqa/guidelines/index.html, last updated July 30, 2007
- Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada, California Department of Conservation, Division of Mines and Geology, February 1998
- Riverside County Land Information Service maintained by County of Riverside Transportation and Land Management Agency, http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html
- South Coast Air Quality Management District Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold, South Coast Air Quality Management District, October 2008
- The Thomas Guide, San Bernardino and Riverside Counties Street Guide, Rand McNally, 2005
- United States Environmental Protection Agency Website, http://www.epa.gov/climatechange/glossary.html, accessed June 15, 2009
- USGS Topographic Map, Corona South, California 7.5 Minute Quadrangle, 1967 (photo revised 1988)
- Western Regional Climate Center Website, http://www.wrcc.dri.edu
- Western Riverside County Multiple Species Habitat Conservation Plan, Riverside County Transportation and Land Management Agency, 2004

TABLE AND FIGURES

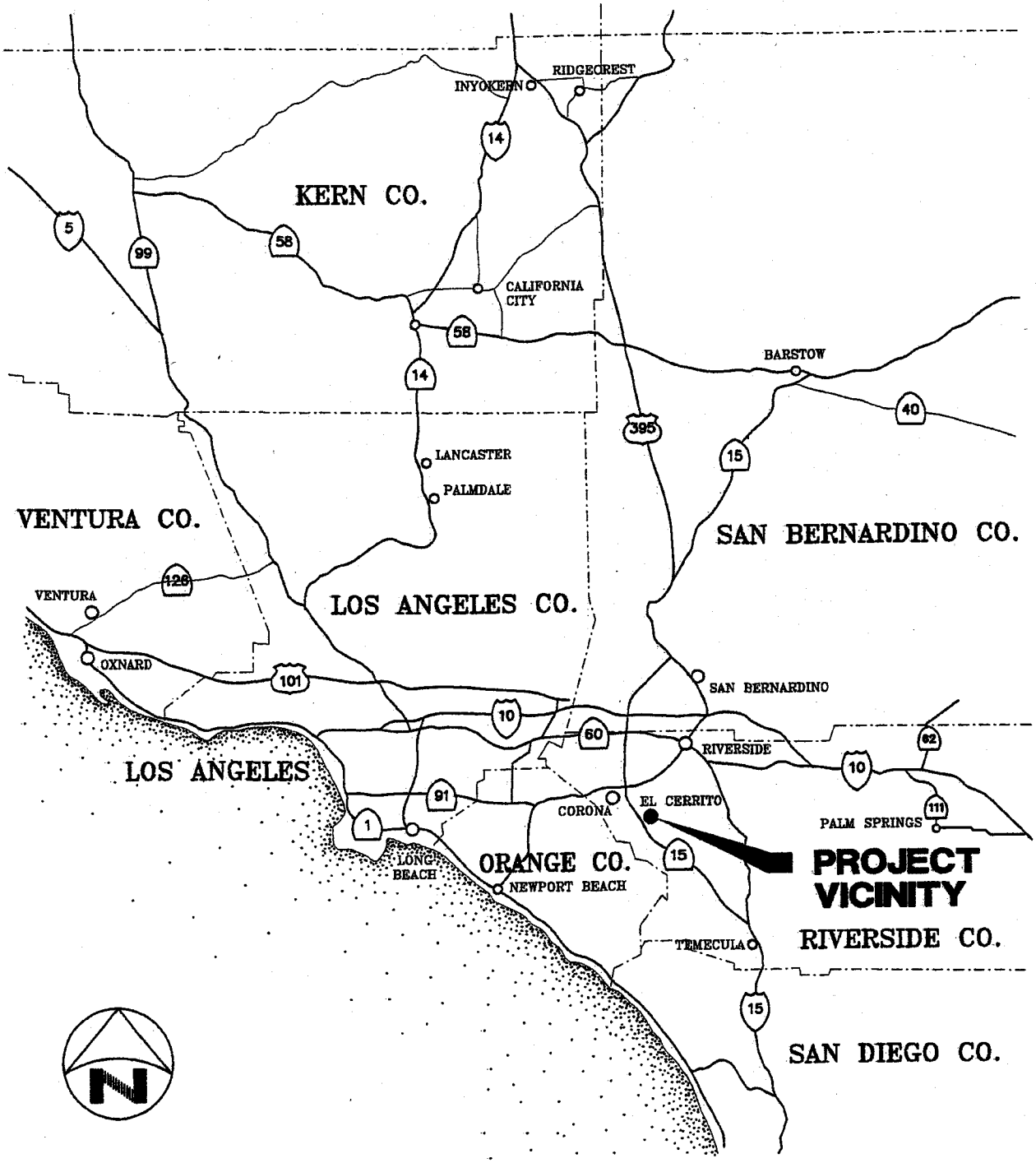
TABLE 1
ESTIMATED CONSTRUCTION AIR POLLUTANT EMISSIONS [1]
FOR EL CERRITO ROAD IMPROVEMENT PROJECT
PEAK DAY CONSTRUCTION EQUIPMENT EXHAUST EMISSIONS

	Air Pollutants (pounds per day)						
Construction Phase [2]	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**CO2**	**CH4**
PHASE 1	5.4622	46.6983	22.9134	0.0524	2.5225	5,197.4301	0.3856
PHASE 2	4.6741	26.6664	27.1951	0.0402	1.8047	3,790.2133	0.3969
PHASES 3-5	7.6621	33.8592	46.3549	0.0573	3.0236	5,204.6037	0.6795
PHASE 6	5.0592	25.7747	27.5459	0.0389	2.0189	3,644.2524	0.4403
PHASE 7	3.5230	32.1384	14.1838	0.0365	1.5333	3,627.3132	0.2496
PHASE 8	4.3416	21.0743	19.7499	0.0299	1.5529	2,725.3899	0.3843
PHASE 9	11.4764	62.0711	73.9566	0.0920	4.9208	8,753.3997	0.9586
PHASE 10	4.3416	21.0743	19.7499	0.0299	1.5529	2,725.3899	0.3843
PHASE 11	13.0242	81.7387	79.9831	0.1109	5.8588	10,732.4794	1.0303
PHASE 12	3.8124	18.9044	18.7639	0.0277	1.2945	2,586.3756	0.3380
PHASES 1+2	10.1363	73.3647	50.1085	0.0926	4.3272	8,987.6434	0.7825
PHASES 3+4+5+6+7	16.2443	91.7723	88.0846	0.1326	6.5758	12,476.1693	1.3695
PHASES 8+9	15.8180	83.1454	93.7065	0.1220	6.4737	11,478.7896	1.3428
PHASES 9+10	15.8180	83.1454	93.7065	0.1220	6.4737	11,478.7896	1.3428
PHASES 10+11	17.3658	102.8130	99.7330	0.1409	7.4117	13,457.8693	1.4145
PHASES 11+12	16.8366	100.6431	98.7470	0.1386	7.1533	13,318.8550	1.3682
MAXIMUM (all phases)	**17.3658**	**102.8130**	**99.7330**	**0.1409**	**7.4117**	**13,457.8693**	**1.4145**
THRESHOLD [3] (lbs/day)	**75**	**550**	**100**	**150**	**150**	**N/A**	**N/A**
Exceeds Daily Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**N/A**	**N/A**

(1) Estimated construction air pollutant emissions were calculated based on emission factors available on the South Coast Air Quality Management District website as of September 6, 2007. Off-road mobile equipment emissions were calculated based on "SCAB Fleet Average Emission Factors (Diesel)". Emissions for Workers' Vehicles were calculated based on emissions listed in "Highest (Most Conservative) Emfac 2007 (version 2.3) Emission Factors for On-Road Passenger Vehicles and Delivery Trucks" (revised 03/2007). Emissions for trucks hauling asphalt were calculated using "Highest (Most Conservative) Emfac 2007 (version 2.3) Emission Factors for on-Road Heavy Duty Diesel Trucks" (revised 03/2007).

(2) Phase 1: Demolish North Side of El Cerrito Road
Phase 2: Install Main Section of Storm Drain
Phase 3: Demolish Temescal Canyon and Connect Existing to New RCB
Phase 4: Demolish Upstream End and Connect to Existing RCB
Phase 5: Demolish Katy Way Connection and Connect to New RCB
Phase 6: Demolish Existing Open Channel and Remove
Phase 7: Backfill Existing Open Channel Area
Phase 8: Build New Curb and Gutter and Median on North Side of El Cerrito
Phase 9: Build New Street Section on North Side of El Cerrito
Phase 10: Build New Curb and Gutter and Median on South Side of El Cerrito
Phase 11: Build New Street Section on South Side of El Cerrito
Phase 12: Perform Project Landscaping

(3) Signifiance thresholds for air pollutant emissions are established by the South Coast Air Quality Management District and are set forth in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993).



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RIVERSIDE COUNTY REDEVELOPMENT AGENCY

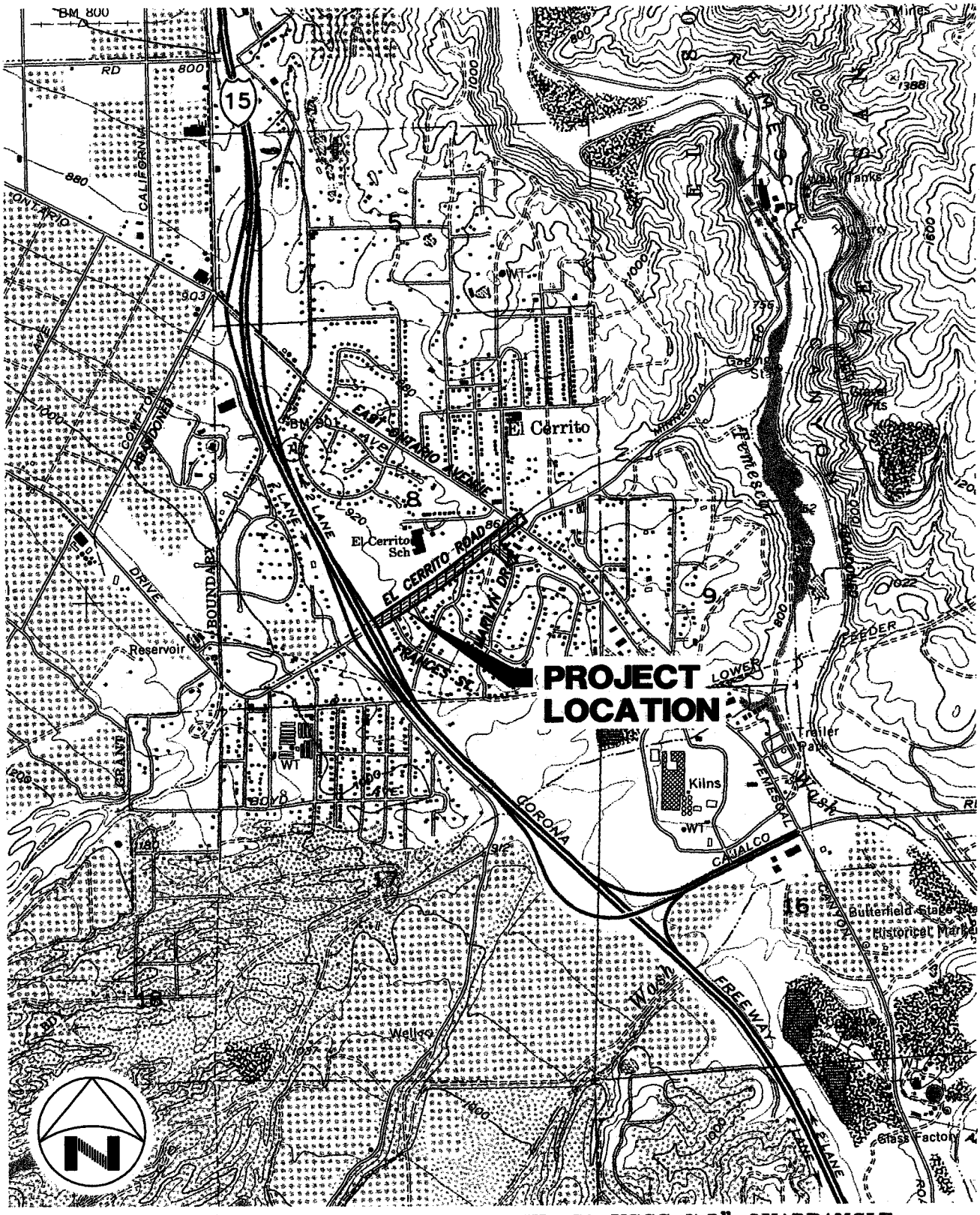
EL CERRITO ROAD IMPROVEMENT PROJECT

PROJECT VICINITY

FIGURE 1 OF 2

SCALE: N.T.S. DATE: 2/1/08 DRAWN BY: JGS CHECKED BY: VEM W.O.: 807-30

807-30isf1.dwg



SECTION 8, T4S, R6W, CORONA SOUTH, CA USGS 7.5" QUADRANGLE

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RIVERSIDE COUNTY REDEVELOPMENT AGENCY

EL CERRITO ROAD IMPROVEMENT PROJECT

PROJECT LOCATION

FIGURE 2 OF 2

SCALE: 1"=2000' DATE: 2/1/08 DRAWN BY: JGS CHECKED BY: VEM W.O.: 807-30

807-30isf2.dwg

APPENDIX A

DRAFT MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM

DRAFT MITIGATED NEGATIVE DECLARATION

Initial Study Number: RDA/CEQA – 2008-3

Project Title:
El Cerrito Road Improvement Project

Project Applicant:
Redevelopment Agency for the County of Riverside

Telephone Number:
(951) 955-8916

Project Location:
The Project is located within the existing El Cerrito Road right-of-way, extending along the segment of El Cerrito Road from Interstate 15 to just northerly of East Ontario Avenue/Temescal Canyon Road, in the unincorporated community of El Cerrito, which is located southerly and easterly of the City of Corona and easterly of Interstate 15 in Section 8, Township 4, Range 6 West, San Bernardino Meridian.

Project Description:
The Redevelopment Agency's El Cerrito Road Improvement consists of storm drain improvements and street improvements of the existing segment of El Cerrito Road between Interstate 15 and East Ontario Avenue/Temescal Canyon Road. The storm drain improvements include demolishing and removing approximately 2,140 linear feet of the existing box culvert and concrete-lined open-channel storm drain and constructing approximately 2,140 linear feet of buried reinforced concrete box culvert along the northerly side of El Cerrito Road. The Street improvements include extending the curb, gutter, and sidewalk along the north side of El Cerrito Road; constructing curb, gutter, and sidewalk along the south side of El Cerrito Road; constructing and landscaping a raised median; re-paving portions of El Cerrito Road; installing a traffic signal at the intersection of El Cerrito Road and Evelyn Street; and installing ten (10) street lights along El Cerrito Road.

FINDING

The Redevelopment Agency for the County of Riverside has reviewed the above project according to the "California Environmental Quality Act" and determined that an Environmental Impact Report need not be prepared because:

{ } The proposed project will not have a significant effect on the environment.

{X} Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the Initial Study have been added to the project and are hereby made part of this Mitigated Negative Declaration.

This determination is based upon an Initial Study. The Initial Study is available for review during normal business hours (8:00a.m. to 5:00p.m. Monday thru Friday) at the County of Riverside Economic Development Agency, 1325 Spruce Street, Suite 400, Riverside, CA 92507, Telephone (951) 955-8916.

Prepared By:_____ **Date:**_____
Robert Lucas, Senior Project Manager

NOTICE

The public is invited to comment on the Mitigated Negative Declaration. The appropriateness and adoption of the Mitigated Negative Declaration will be considered by the following governing body on the following date in light of the information presented in the Initial Study, the recommendation of Redevelopment Agency staff, and all of the comments received:

Governing Body:

[ ] Riverside County Board of Supervisors

[X] Board of Directors of the Redevelopment Agency for the County of Riverside

Proposed Adoption Date of the Mitigated Negative Declaration: September 29, 2009

Date: September 29, 2009
Time: 9:00 a.m., or as soon thereafter as possible
Location: Board of Supervisors Hearing Room
1st Floor
County Administrative Center
4080 Lemon Street
Riverside, California 92501

PLEASE SUBMIT ALL WRITTEN COMMENTS TO THE FOLLOWING ADDRESS:

Redevelopment Agency for the County of Riverside
C/O Robert Lucas
1325 Spruce Street, Suite 400
Riverside, CA 92507

Please Note: All written comments regarding the Mitigated Negative Declaration must be received by no later than 5:00 p.m. on September 28, 2009 at the Redevelopment Agency for the County of Riverside. Thereafter, comments can be submitted to the Clerk of the Board of the Supervisors prior to or during the public hearing at 9:00 a.m. on September 29, 2009.

APPENDIX A

MITIGATION MONITORING PROGRAM

Section I – Introduction

Assembly Bill 3180 (AB 3180) was signed into law in September 1988 and became effective on January 1, 1989 as Section 21081.6 of the California Environmental Quality Act (CEQA). Section 21081.6 adds a major step to the CEQA process, in that it requires a mitigation monitoring program be prepared prior to the approval of any project which incorporates mitigation measures as a condition of approval. Mitigation measures are generally adopted to reduce the potentially significant adverse environmental impacts of a project to a less than significant level. The mitigation monitoring program must ensure compliance with mitigation measures during project construction (and, if applicable, during operation). Since the project considered by the Redevelopment Agency for the County of Riverside El Cerrito Road Improvement Project Initial Study incorporates mitigation measures as a condition of approval, this mitigation monitoring program has been prepared.

Section II – Air Quality Mitigation Measures and Mitigation Monitoring Program

The United States Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for air pollutants, including ozone, nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter less than or equal to 10 microns in diameter (PM_{10}), particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$), and airborne lead. The South Coast Air Quality Management District is principally responsible for enforcing air pollution statutes and regulations in the Project region.

Based on state and federal ambient air quality standards, the Project is located within non-attainment areas for ozone, CO, and PM_{10}. This Mitigation Monitoring Program is intended to reduce potential impacts by the Project upon air quality by specifying methods and procedures for reducing the Project's air pollutant emissions.

The following mitigation measures (Nos. 1 and 2) will be implemented in order to ensure that construction of facilities pursuant to the Project does not result in a significant adverse impact upon air quality. Each measure is attended by a notation of the party responsible for its implementation and of the period for which it will be in effect.

1. Contract documents will require that heavy equipment used by the construction contractor meets United States Environmental Protection Agency (USEPA) emission standards of Tier 1 or better, to the extent feasible, during Project construction.
Responsible Party: Project Engineer
Implementation Period: During Project Design

2. Contract documents will require that the construction contractor apply dust palliatives (such as water) daily, to all soils disturbed by Project construction, at a frequency necessary and practicable to control fugitive dust during Project construction.
Responsible Party: Project Engineer
Implementation Period: During Project Design

Section III – Archaeological and Paleontological Resources Mitigation Measures and Mitigation Monitoring Program

Although there are no known archaeological or paleontological resources within the Project area, Riverside County Land Information System (RCLIS) data indicates that the Project site is located within an area designated as having "high potential" for paleontological sensitivity. Excavation activities associated with Project construction has the potential to impact existing, but undiscovered, archaeological or paleontological resources. This Mitigation Monitoring Program is intended to reduce potential impacts upon archaeological and paleontological resources to a less than significant level by specifying methods and procedures for avoiding impacts upon archaeological and paleontological resources that may be present within the Project area.

The following mitigation measure (No. 3) will be implemented in order to ensure that construction of facilities pursuant to the Project does not result in significant adverse impacts upon archaeological or paleontological resources. The measure is attended by a notation of the party responsible for its implementation, and of the period for which it will be in effect.

3. If any potential archaeological or paleontological resources are uncovered at the Project site during Project construction, then all construction activities shall halt, and a qualified archaeologist, a qualified paleontologist, or both, shall be retained to determine the nature and significance of said potential resources. Construction activities may resume after the appropriate specialist(s) has (have) completed analyzing, removing, or analyzing and removing any potential archaeological/paleontological resources.
Responsible Party: Agency Regional Manager
Implementation Period: Throughout Project Construction

Section IV – Noise Mitigation Measures and Mitigation Monitoring Program

The Project will result in an increase in ambient noise levels in the Project vicinity during Project construction, due to the use of diesel trucks, heavy equipment, and excavation machinery. Construction noise will be temporary; however, the Project is located adjacent to two schools, a church, and occupied residences. In order to reduce construction noise to a level of insignificance, this Mitigation Monitoring Program has been prepared.

The following mitigation measures (Nos. 4 and 5) will be implemented in order to reduce noise resulting from construction of facilities pursuant to the Project to a level below that which may significantly impact the nearby residences, schools, and church. Each measure is attended by a notation of the party responsible for its implementation, and of the period for which it will be in effect.

4. Contract documents will require the construction contractor to equip all machinery and equipment with appropriate noise control devices, such as mufflers.
   Responsible Party: Project Engineer
   Implementation Period: During Project Design

5. Contract documents will require the construction contractor to comply with all applicable safety standards pertaining to employee noise exposure specified in Article 105, Title 8, CCR.
   Responsible Party: Project Engineer
   Implementation Period: During Project Design

Section V – Transportation/Traffic Mitigation Measures and Mitigation Monitoring Program

The Project is located adjacent to primary and intermediate schools, a church, and occupied residences. Construction traffic will result in a temporary increase in the number of vehicle trips in the Project vicinity over the course of construction. Lane closures will also be necessary during construction of Project facilities. These impacts will be temporary in nature; however, they have the potential to impact existing vehicular traffic and pedestrians in the area.

The following mitigation measures (Nos. 6 and 7) will be implemented in order to ensure that traffic impacts resulting from construction of facilities pursuant to the Project do not significantly impact residents, existing vehicular traffic loads, pedestrians, and visitors within the Project area. Each measure is attended by a notation of the party responsible for its implementation, and of the period for which it will be in effect.

6. The construction contractor shall develop and implement a Traffic Control Plan, which will provide adequate and safe traffic control measures that will accommodate both local traffic and construction traffic, while ensuring the safety of all travelers (including pedestrians and cyclists) during construction within the Project area. Said Traffic Control Plan shall be reviewed and approved by Riverside County Transportation Department prior to commencement of construction activities.
Responsible Party: Construction Contractor/Agency Regional Manager
Implementation Period: Prior To and During Project Construction

7. Access to all residences, schools, churches, and businesses in the Project area shall be maintained at all times, as practicable, during Project construction.
Responsible Party: Construction Contractor/Agency Regional Manager
Implementation Period: Throughout Project Construction

APPENDIX B

GEOTECHNICAL INVESTIGATION EL CERRITO ROAD IMPROVEMENT PROJECT BETWEEN INTERSTATE 15 AND TEMESCAL CANYON ROAD EL CERRITO AREA OF RIVERSIDE COUNTY, CALIFORNIA
(JOHN R. BYERLY, INCORPORATED; JUNE 21, 2006)

John R. Byerly
INCORPORATED

GEOTECHNICAL INVESTIGATION

JUNE 21, 2006

EL CERRITO ROAD IMPROVEMENT PROJECT

BETWEEN INTERSTATE 15 AND TEMESCAL CANYON ROAD

EL CERRITO AREA OF RIVERSIDE COUNTY, CALIFORNIA

CLIENT:

KRIEGER AND STEWART, INC.

3602 UNIVERSITY AVENUE

RIVERSIDE, CALIFORNIA 92501

ATTENTION: CHARLES KRIEGER

RPT. NO.: 9350
FILE NO.: S-11944

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INTRODUCTION

During June of 2006, this firm conducted an investigation of the soil conditions underlying a portion of El Cerrito Road that is to be improved. For the preparation of this report, we have reviewed the project improvement plans (Street Improvement Plans, El Cerrito Road Improvement Project, Sheets 1 through 6, Krieger and Stewart, Inc., print date August 6, 2004). The purpose of our investigation was to evaluate the surface and subsurface conditions with respect to:

1. Excavation characteristics
2. Safe trench sideslopes
3. Shoring design criteria
4. Potential for presence of free ground water
5. Pipe bedding requirements
6. Suitability of existing soil for use as backfill and appropriate compaction procedures
7. Asphalt concrete pavement design

Our investigation, together with our conclusions and recommendations, is discussed in detail in the following report.

This report has been prepared for the exclusive use of Krieger and Stewart, Inc. and their design consultants for specific application to the project described herein. Should the project be modified, the conclusions and recommendations presented in this report should be reviewed by the geotechnical engineer. Our professional services have been performed, our findings obtained, and our recommendations prepared in accordance with generally accepted engineering principles and practices. This warranty is in lieu of all other warranties, express or implied.

PROJECT DESCRIPTION

It is our understanding that the project will consist of the reconstruction of a portion of El Cerrito Road and will include installation of curb/gutter, sidewalks, cross gutters, and driveway approaches. The development will also include the construction of a reinforced concrete box (RCB) with plan dimensions of 4 feet by 8 feet, and 4 feet by 10 feet to replace an existing reinforced concrete box and channel. It is anticipated that the new RCB will have about 3 to 4 feet of cover. Approximately 2,100 feet of El Cerrito Road will be improved. The location of the proposed improvements is illustrated on Enclosure 1.

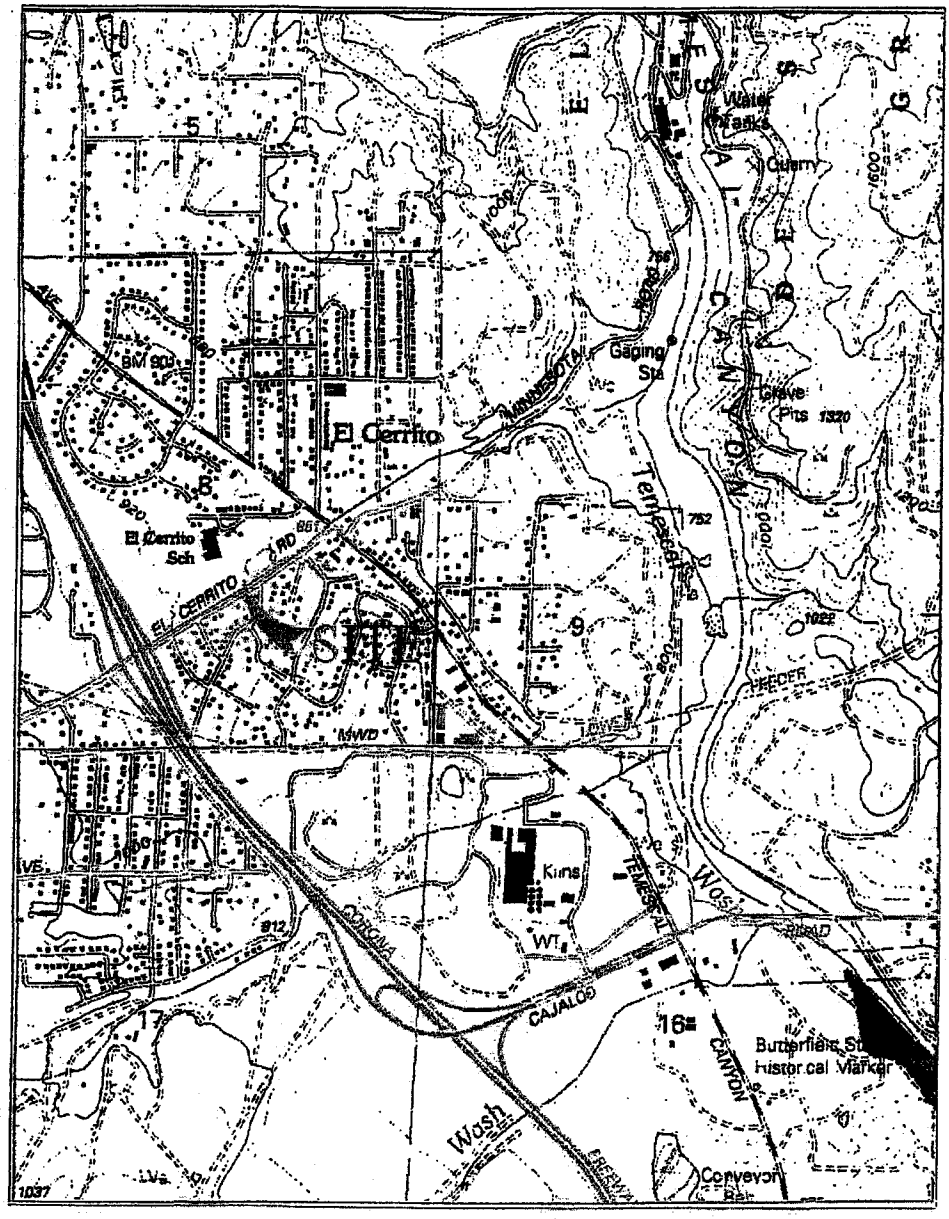
SITE CONDITIONS

The portion of El Cerrito Road that is to be improved is located between Interstate 15 and Temescal Canyon Road in the El Cerrito area of Riverside County. An Index Map showing the general vicinity of the site is presented on the following page. El Cerrito Road is paved with asphalt concrete and is publicly maintained. An open channel to be removed extends along the centerline of El Cerrito Road. Underground and aboveground utilities are present below and adjacent to El Cerrito Road. El Cerrito Road slopes downward from Interstate 15 to Temescal Canyon Road at an average gradient of about 3 percent.

FIELD AND LABORATORY INVESTIGATION

The soils underlying the portion of El Cerrito Road that is to be improved were explored by means of three test borings excavated with a truck-mounted flight-auger to a maximum depth of 21 feet below the existing ground surface. The approximate locations of the field explorations are indicated on Enclosure 1. The soils encountered in the explorations were examined and visually classified by one of our field engineers. A summary of the soil classifications appears as Enclosure 2. The test boring logs show subsurface conditions at the dates and locations indicated, and may not be representative of other locations and times. The stratification lines presented on the logs represent the approximate boundaries between soil types, and the transitions may be gradual. Both composite and relatively undisturbed samples were obtained at selected levels within the test borings and returned to the laboratory for testing and evaluation. The driving energy required to advance the sampler at each sample interval was also noted.

INDEX MAP



MAP SOURCE: USGS MAP CORONA SOUTH QUADRANGLE

SCALE: 1"=2000'

Rpt. No.: 9350
File No.: S-11944

Included in our laboratory testing were moisture-density determinations on all undisturbed samples. Optimum moisture content-maximum dry density relationships were established for typical soil types so that the relative compaction of the subsoils could be determined. Direct shear tests were conducted to evaluate the strength parameters of the soils for lateral earth pressure design. Consolidation testing was conducted on selected samples to evaluate the compressibility characteristics of the soil. Representative samples of subgrade soils were tested for gradation, sand equivalent, and "R" value for pavement design purposes. The moisture-density data are presented on the boring logs, Enclosure 2. The maximum density test results are included on Enclosure 3. The consolidation and direct shear test results are shown on Enclosures 4 and 5, respectively. The subgrade test results are presented on Enclosure 6.

SOIL CONDITIONS

The test borings were drilled on an existing paved street and encountered asphalt concrete ranging in thickness from 3.5 inches to 6.0 inches. The asphalt concrete was underlain by 4.0 inches to 5.0 inches of aggregate base. Artificial fill was not encountered in our explorations. The underlying soils encountered in our borings consisted of loose to medium dense silty sands with gravel, silty sands with clay, and clayey sands with varying amounts of gravel. A 2.0-foot-thick layer of loose soil was encountered in Boring 1 at a depth of 5.0 feet. In Boring 3, the upper 5.0 feet of soil consisted of loose silty sands with gravel and traces of clay, followed immediately by medium dense soils. All other upper soils encountered in our test borings were medium dense to dense. The deeper soils encountered in our test borings were medium dense to dense silty sands with gravel and clay, and clayey fine sands. Bedrock was not encountered in our test borings. Water seepage occurred in Boring 3 at a depth of approximately 17 feet. Neither fossils nor a hydrocarbon odor was noted in any of the samples. The soils encountered in our explorations are generally considered to have a very low expansion potential in accordance with Table 18-I-B of the California Building Code.

CONCLUSIONS AND RECOMMENDATIONS

EXCAVATION CHARACTERISTICS

The auger was readily able to penetrate to the indicated depths at each boring location. Based on the proposed construction elevations, we conclude that the subsurface material encountered can

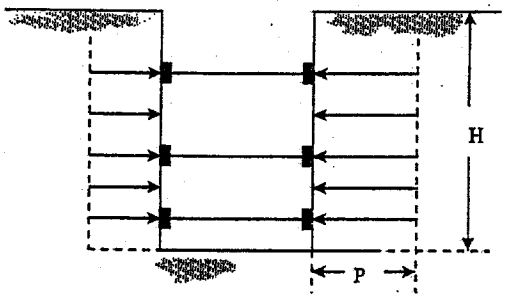
be readily excavated with a conventional backhoe or excavator. No materials were encountered or are anticipated that will require blasting to excavate.

TRENCH SIDEWALL STABILITY AND SHORING

The soils encountered in our investigation generally consisted of silty sand and clayey sand. It appears that trenches excavated in these materials can be safely constructed with temporary sideslopes of 1:1 (H:V) to a maximum depth of 10 feet. If vertical sideslopes are desired, the trenches will need to be shored. The shear strength characteristics of the subsurface materials are presented on Enclosure 5. Our analysis of these data, together with the density data, lead us to conclude that prudent design of trench shoring should utilize lateral loading criteria as shown in the diagram below:

where H = depth of trench (ft.)

P = 29H (psf)



DEWATERING

Water seepage occurred in Boring 3 at a depth of approximately 17 feet. We consider this a perched water condition. A general ground water table is not expected within the depths to be penetrated by the proposed construction. Based on experience in this area, there could be relatively shallow perched ground water at other locations during the year.

PIPE BEDDING

The soils encountered in the test borings are relatively fine-grained and can be readily shaped to accommodate the pipe and the required pipe shading without the use of special bedding.

The gradation and amount of the pipe shading should conform to the requirements in the Standard Specifications for Public Works Construction.

BACKFILL

All materials encountered in the test borings are considered suitable for use as trench backfill. Rock particles larger than 8 inches in greatest dimension should not be incorporated into the backfill. The sand equivalent of the samples tested had an average value of 22. It is our opinion that the soil encountered in the borings will be suitable as engineered fill above the pipe shading. All backfill should be densified to at least 90 percent relative compaction (ASTM D 1557). Due to the moderate silt and clay content of much of the soil encountered, densification by flooding and jetting of these materials is not recommended. Compaction of the backfill soils should be accomplished with mechanical compaction equipment. Due to relatively high moisture content, some of the soils may have to be dried back to near the optimum moisture content prior to replacement as engineered fill. As an alternative, the wet soil may be exported from the site and select import material used as engineered fill.

FAULTING AND SEISMICITY PARAMETERS

A review of State and County geologic hazard maps leads us to conclude that no known faults pass through the site and that the potential for ground rupture is very low. The Chino-Central Avenue Fault is located about 2.6 miles southwest of the site and would create the most significant earthshaking event.

The distance from a causative fault and horizontal ground acceleration experienced at a particular site have a predictable relationship. Based on the data of Campbell (1987) for a Design Basis Earthquake (DBE) of 6.7 on the Chino-Central Avenue Fault, the greatest mean value of the peak ground acceleration expected on the site could be 0.81g. This acceleration should not be used as a design value for insertion into design formulas; rather, it should be considered as an aid in structural design, if necessary. The site is located in Seismic Zone 4 as defined in Figure 16-2 of the California Building Code.

ASPHALT CONCRETE PAVEMENT

We understand that a Traffic Index of 8.0 has been assigned by the County of Riverside for El Cerrito Road. Our testing determined an "R" value of 30 as representative of the subgrade materials. Based on these parameters, a pavement section of 0.39 foot of asphalt concrete over 0.74 foot of aggregate base is indicated. Based on the existing pavement sections, the subgrade test results, and the observed pavement distress, we conclude that the street has inadequate structural sections. Recommendations for pavement reconstruction are presented below.

The existing asphalt concrete pavement in the area of pavement reconstruction should be removed. If desired, the removed pavement can be ground to particles less than 1 inch in greatest dimension for incorporation into the lower 3.0 inches of aggregate base. If the existing pavement is to be thus recycled, care must be taken to avoid contaminating the asphalt concrete with the subgrade soil during removal. Following removal of the existing pavement, the subgrade soils should be excavated to accommodate the new pavement section. The location and depth of existing utilities should be determined to ensure that the excavation and subsequent preparation of the subgrade soils do not damage the utilities.

The final subgrade soils should be scarified to a minimum depth of 6 inches below proposed finished grade, moistened to near the optimum moisture content, and densified to a minimum relative compaction of 95 percent (ASTM D 1557). The required section of aggregate base should be placed and compacted to a relative compaction of at least 95 percent (ASTM D 1557). Suggested specifications for aggregate base material are presented on Enclosure 7.

The recommended pavement section assumes that utility trench backfill is compacted to at least 90 percent relative compaction.

CONSTRUCTION OBSERVATIONS

All grading operations, including the preparation of the ground surface, should be observed and compaction tests performed by this firm. No fill should be placed on any prepared surface until that surface has been evaluated by the representative of the geotechnical engineer.

The conclusions and recommendations presented in this report are based upon the field and laboratory investigation described herein and represent our best engineering judgment. Should conditions be encountered in the field that appear different from those described in this report, we should be contacted immediately in order that appropriate recommendations might be prepared.

Respectfully submitted,

JOHN R. BYERLY, INC.

John R. Byerly, Geotechnical Engineer
President

JRB:MLL:jet

Enclosures: (1) Plot Plan
(2) Test Boring Logs
(3) Maximum Density Determinations
(4) Consolidation Test Results
(5) Direct Shear Test Results
(6) Subgrade Test Data
(7) Specifications for Aggregate Base

Enclosure 1
Rpt. No.: 9350
File No.: S-11944

Boring 1

Boring Date: 6/6/06
Surface Elevation:
Drilling Method: Flight-auger

Depth	SPT Blows Per Foot	Driving Energy (k-ft/ft)	Dry Density (PCF)	Moisture Content (%)	Rel. Compaction (%)	Water Table		
0		7.7	110	11.1	87		SM	3.5 inches of asphalt concrete
							SM	Light orange-gray silty fine to coarse sand with fine gravel, moist and medium dense
		5.3	103	8.0	84		SC	Yellow-gray silty fine to medium sand with a trace of fine gravel, moist and medium dense
5		3.5	101	8.4	82			Brown-gray clayey fine to coarse sand with gravel, slightly porous, moist and medium dense
		17.5	111	8.1	90			- becoming dense at 7.5 feet
								- with seams of gravelly sand below 8.0 feet
10		9.8	111	8.9	90			
15		23.3	119	24.3	94		SM	Light brown-gray silty fine to medium sand with fine gravel and clay, wet and dense
20		42.0	—	10.2	—			- becoming moist and very dense at 20.0 feet
							END	Total Depth at 21.0 Feet No Free Groundwater Encountered
25								
30								
35								

SuperLog V2.6 CivilTech Software, USA www.civiltech.com File: C:\superlog\project\S-11944 (Rpt. No. 9350).log Date: 9/21/2006

LOG OF BORING

Boring 2

Boring Date: 6/6/06
Surface Elevation:
Drilling Method: Flight-auger

Depth	SPT Blows Per Foot	Driving Energy (k-ft/ft)	Dry Density (PCF)	Moisture Content (%)	Rel. Compaction (%)	Water Table		
0							AS	5.5 in. of asphalt concrete over 4.0 in. of aggregate base
	3.9	112	9.5	83			SM	Light red silty fine to coarse sand with gravel and a trace of clay, moist and loose
	2.5	101	10.7	80			SM	Light red silty fine to medium sand with a trace of clay and gravel, moist and loose
5	6.3	107	11.5	85				- becoming medium dense at 5.5 feet
	8.1	107	7.0	87				- becoming damp at 7.5 feet
							SC	Light red clayey fine to coarse sand with gravel, damp and medium dense
10	9.8	107	6.4	87				
								- becoming very moist below 14.0 feet
15	11.6	105	25.2	88			ML	Light gray-tan clayey fine sand, cemented, wet and medium dense
20	19.1	107	27.8	90				- becoming dense at 20.0 feet
							END	Total Depth at 21.0 Feet No Free Groundwater Encountered
25								
30								
35								

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LOG OF BORING

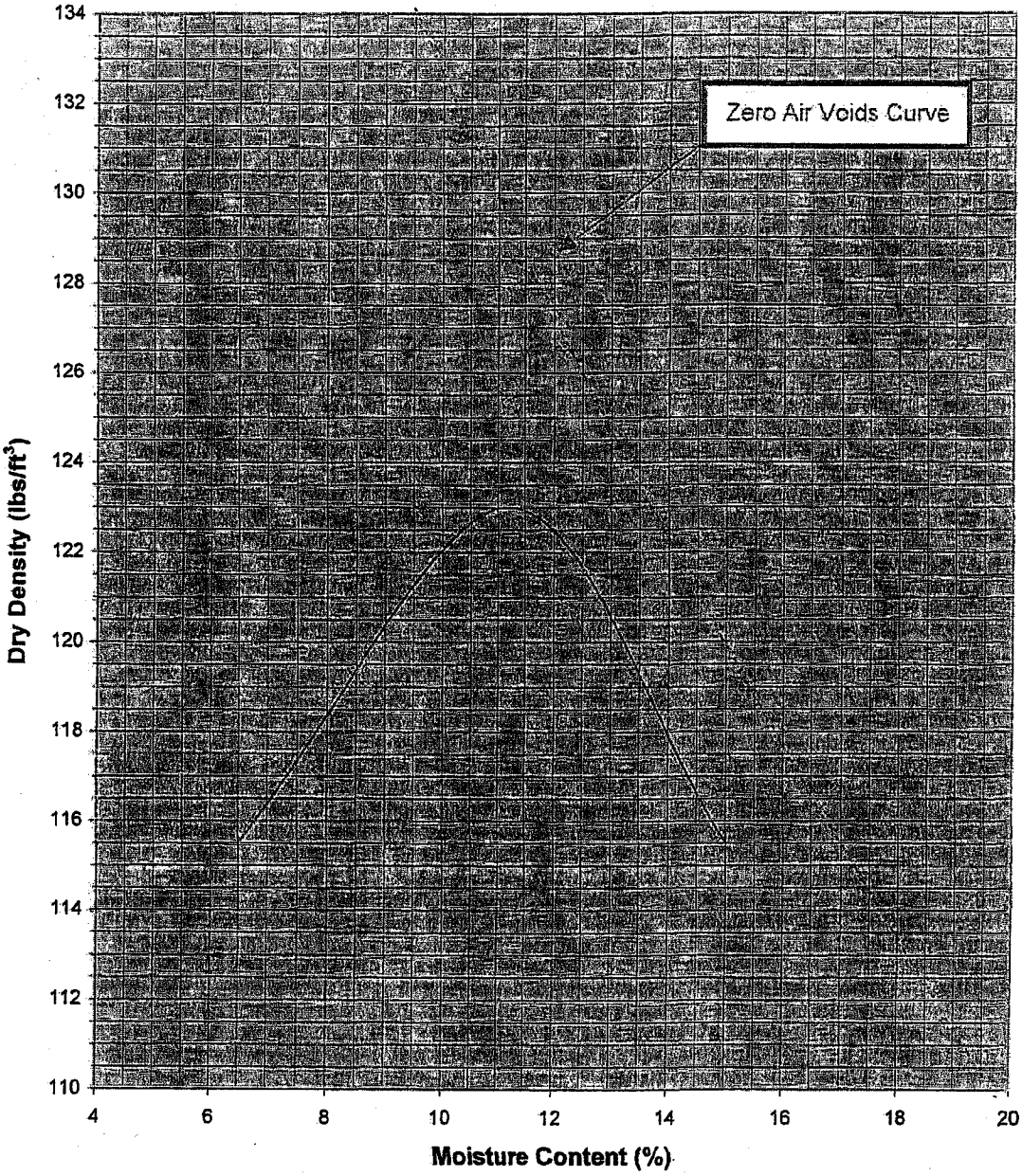
Boring 3

Boring Date: 6/6/06
Surface Elevation:
Drilling Method: Flight-auger

Depth	SPT Blows Per Foot	Driving Energy (k-ft/ft)	Dry Density (PCF)	Moisture Content (%)	Rel. Compaction (%)	Water Table		
0							AS	6.0 in. of asphalt concrete over 5.0 in. of aggregate base
	8.8	118	5.7	88			SM	Light orange silty fine to coarse sand with gravel, damp and medium dense
	7.0	108	10.3	86			SM	Light orange silty fine to medium sand with clay, moist and medium dense
5	21.0	114	8.4	89				
	7.0	112	18.0	87			SM	Light brown-gray silty fine sand with clay, very moist and medium dense
10	7.4	114	14.0	88				
							ML	Light brown-gray clayey fine sand, wet and dense
15	17.5	109	20.7	92				- with seams of sandy silt below 16.0 feet - slight water seepage between 17.0 feet and 21.0 feet
20	7.0	107	23.0	90				
							END	Total Depth at 21.0 Feet No Free Groundwater Encountered
25								
30								
35								

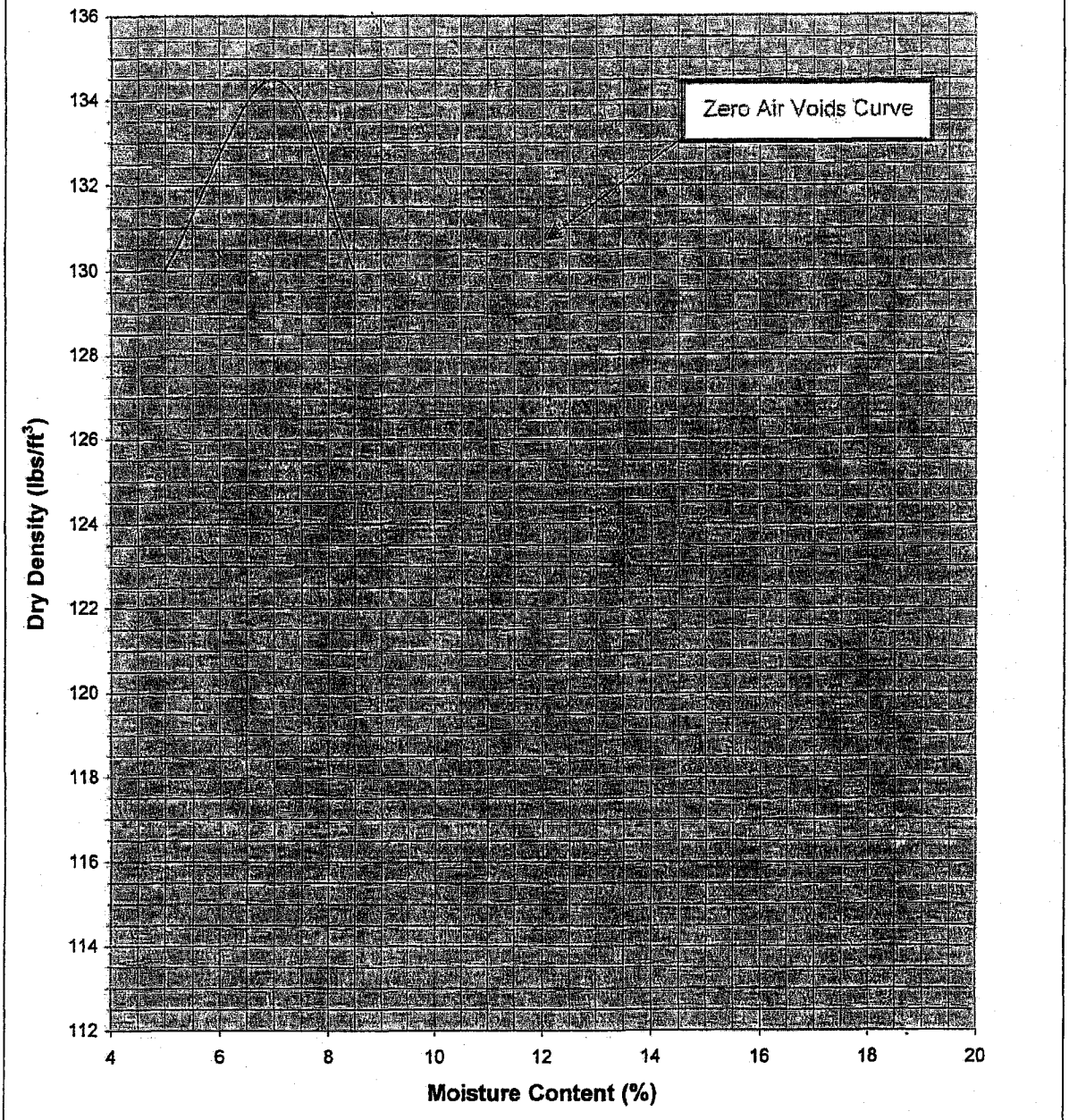
LOG OF BORING

Moisture/Density Relationship
ASTM D-1557



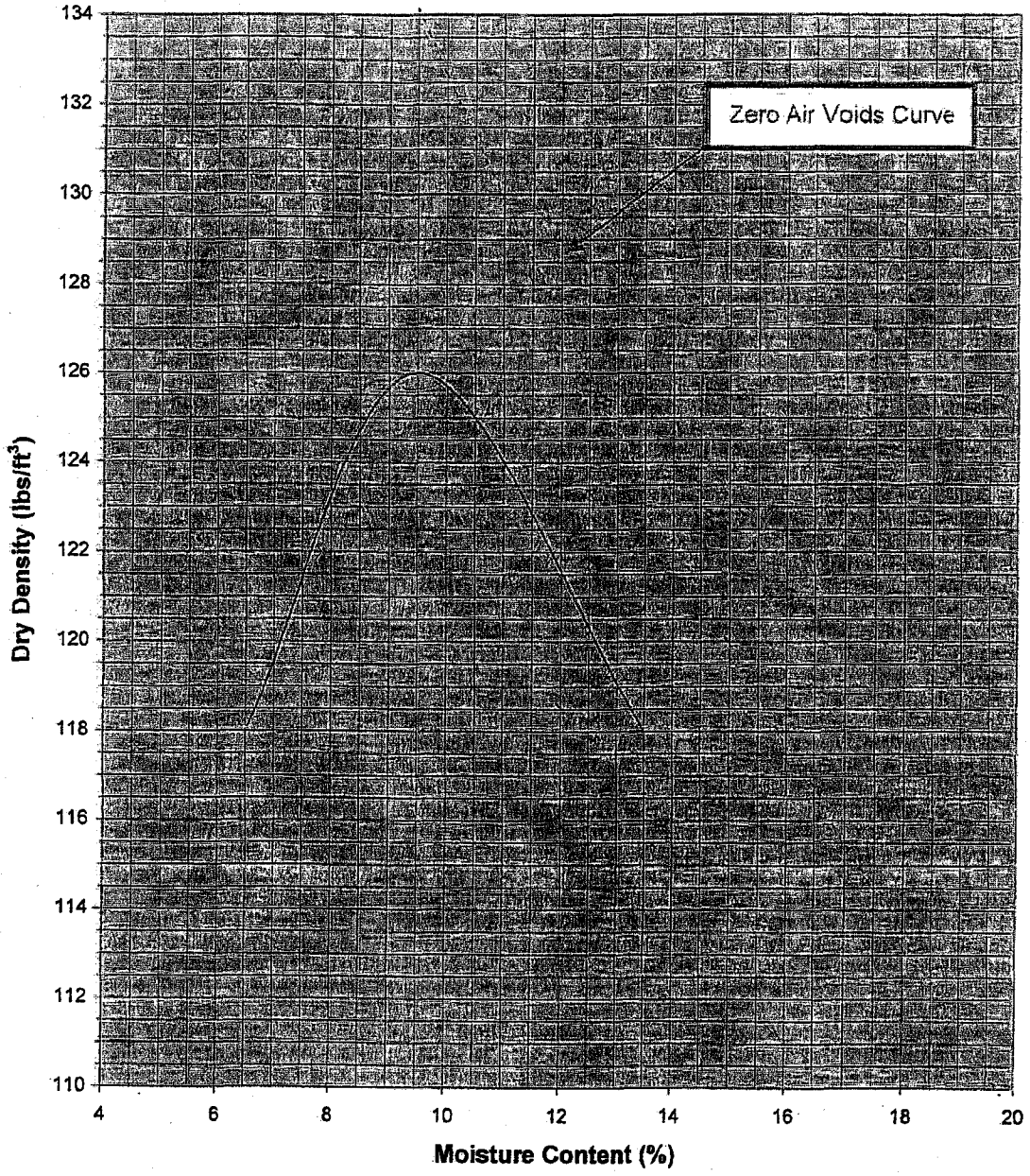
Boring No.	B-1
Depth (ft.)	4.0
Optimum Moisture (%)	11.2
Maximum Dry Density (pcf)	123.0
Soil Classification	Brown-gray clayey fine to coarse sand with gravel (SC)

Moisture/Density Relationship
ASTM D-1557



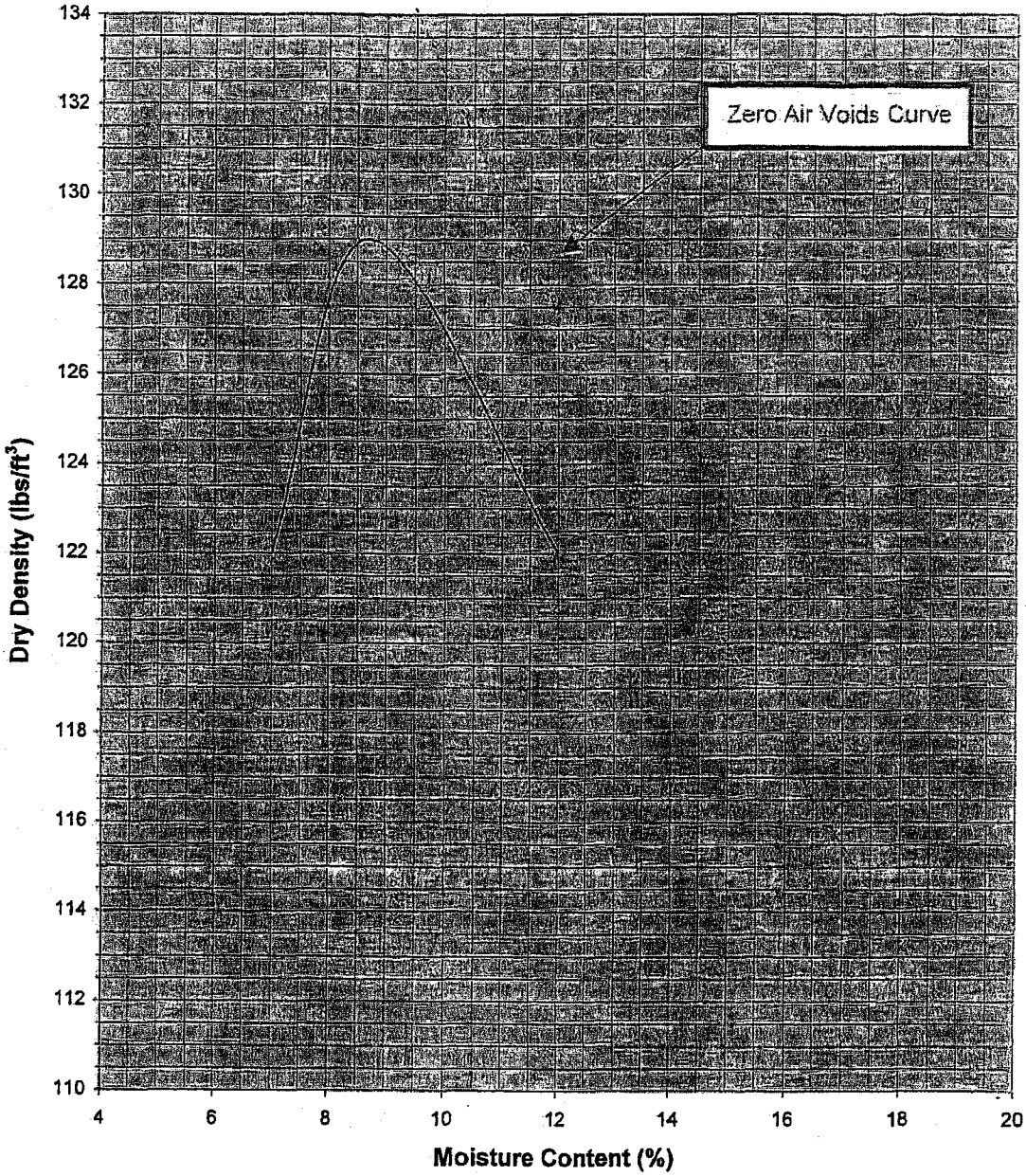
Boring No.	B-2
Depth (ft.)	2.0
Optimum Moisture (%)	7.0
Maximum Dry Density (pcf)	134.5
Soil Classification	Light red silty fine to coarse sand with gravel & a trace of clay (SM)

Moisture/Density Relationship
ASTM D-1557



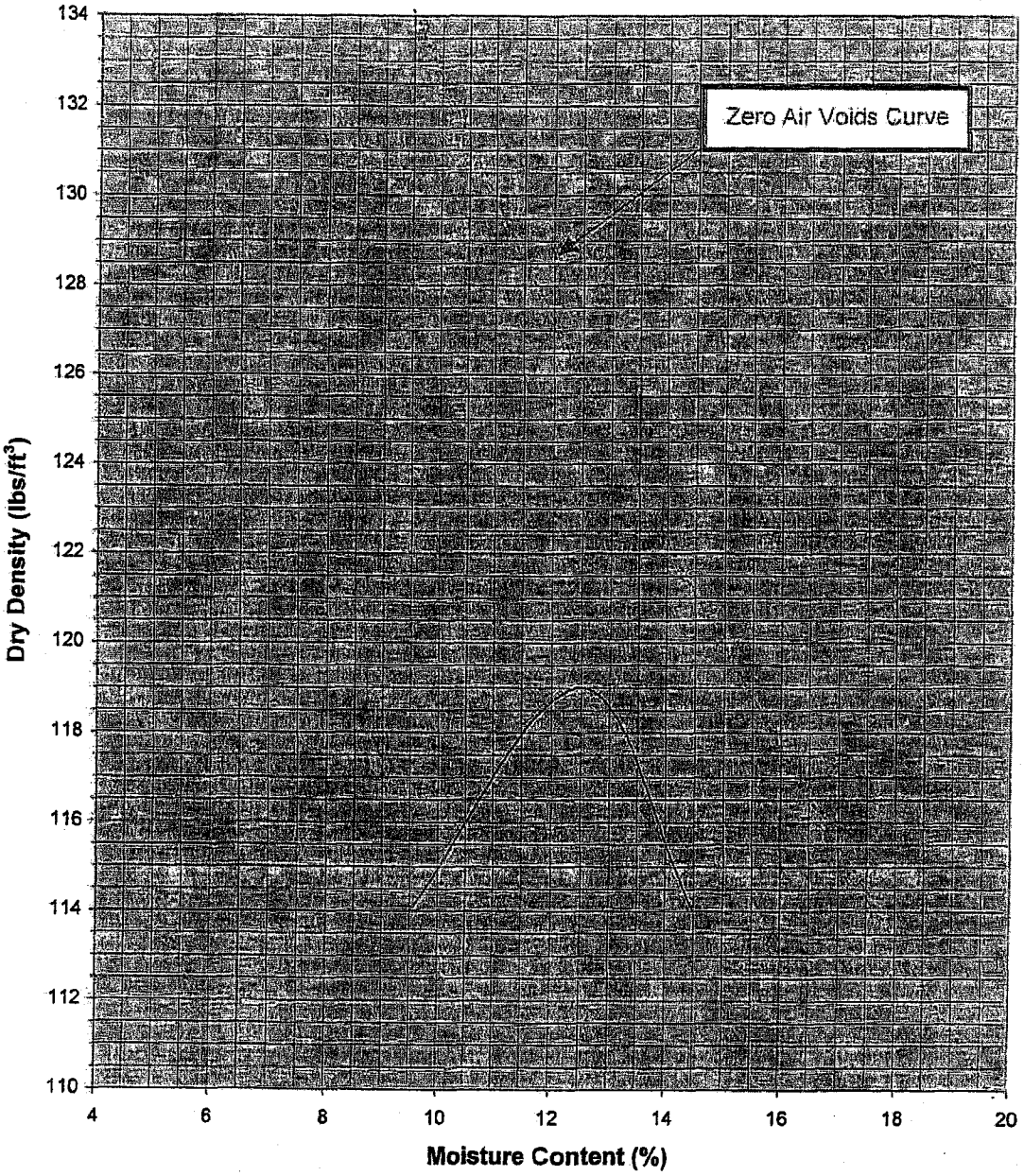
Boring No.	B-2
Depth (ft.)	4.0
Optimum Moisture (%)	9.5
Maximum Dry Density (pcf)	126.0
Soil Classification	Light red silty f-m sand with a trace of clay and gravel (SM)

Moisture/Density Relationship
ASTM D-1557



Boring No.	B-3
Depth (ft.)	8.0
Optimum Moisture (%)	8.7
Maximum Dry Density (pcf)	129.0
Soil Classification	Light brown-gray silty fine sand with clay (SM)

Moisture/Density Relationship
ASTM D-1557



Boring No.	B-3
Depth (ft.)	13.0
Optimum Moisture (%)	12.5
Maximum Dry Density (pcf)	119.0
Soil Classification	Light brown-gray clayey fine sand (ML)

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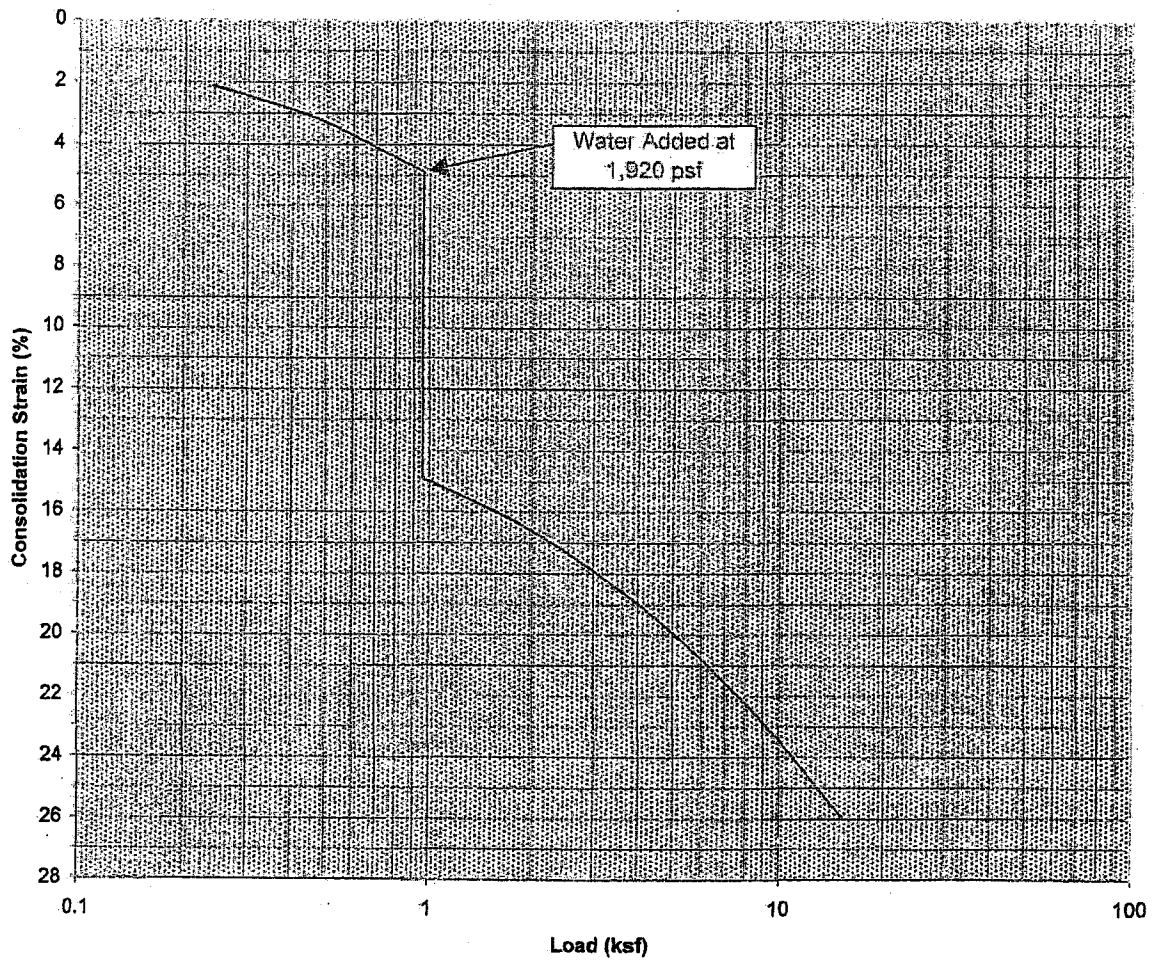
Consolidation Test Results



Classification: SC

Boring Number:	B-1	Initial Moisture Content (%)	8.4
Depth (ft)	5.5	Final Moisture Content (%)	15.2
Specimen Diameter (in)	2.4	Initial Dry Density (pcf)	101
Specimen Thickness (in)	1.0		

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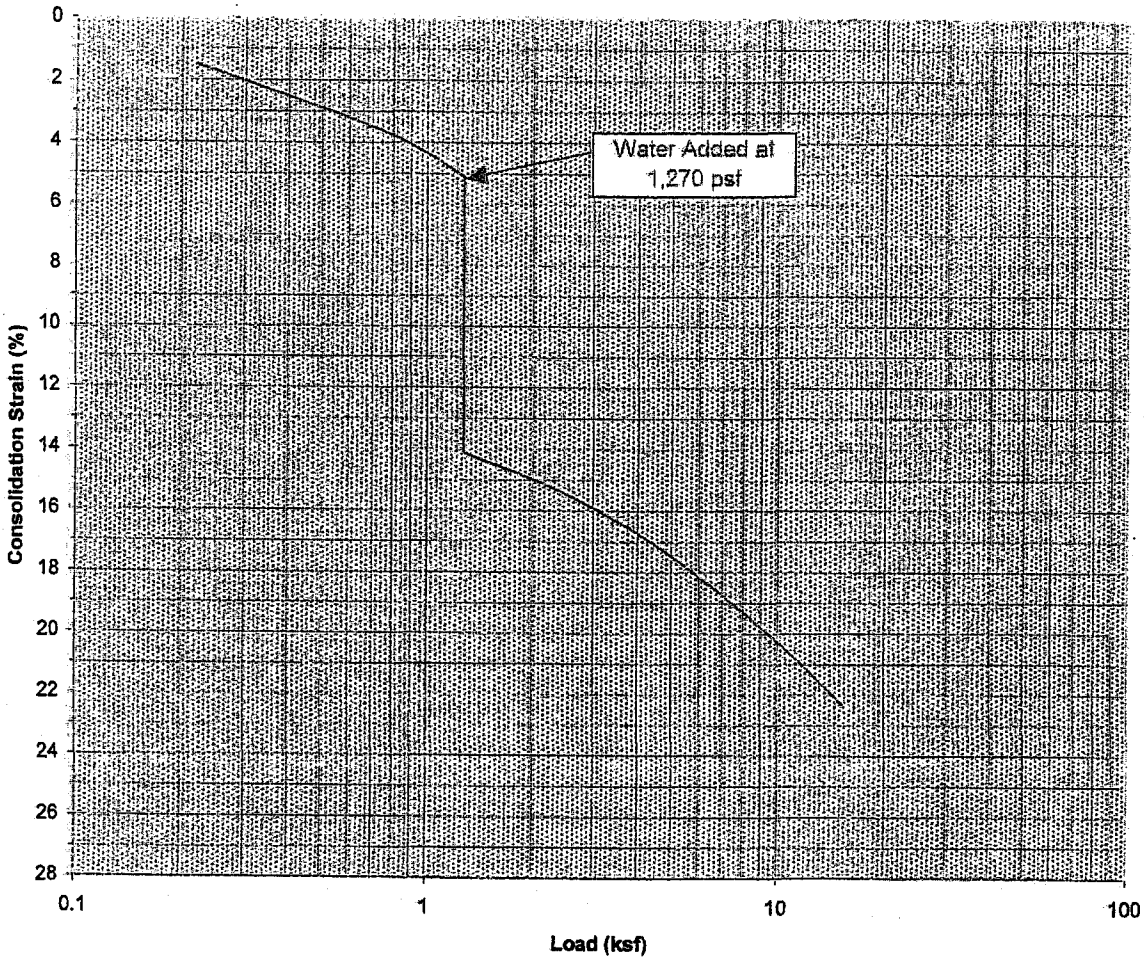
Consolidation Test Results



Classification: SM

Boring Number:	B-2	Initial Moisture Content (%)	10.7
Depth (ft)	3.5	Final Moisture Content (%)	12.9
Specimen Diameter (in)	2.4	Initial Dry Density (pcf)	101
Specimen Thickness (in)	1.0		

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DIRECT SHEAR TESTS

Test Boring No.	Depth of Sample (Ft.)	Angle of Internal Friction (°)	Cohesion (PSF)
B-2	3.5	28	50

RESULTS OF SUBGRADE SOIL TESTS

California Department of Transportation Test Methods 202, 217, & 301
ASTM Designations C136 and D2419

PROJECT: El Cerrito Road Improvement Project

Sample No.	Location	Percent Passing Sieve Size: 3"	2½"	2"	1½"	1"	3/4"	1/2"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200	Sand Equiv.
1	B-1 at 0.5'-2.5'					100	98	92	89	78	67	60	53	44	31	21	22

STABILOMETER "R" VALUE

Sample No.		1	
Moisture Content (%)	9.9	11.0	12.2
Dry Density (lbs./cu. ft.)	127.6	124.5	120.2
Exudation Pressure (psi)	454	271	119
Expansion Pressure (psf)	12.99	8.66	8.66
"R" Value	54	25	13
"R" Value at 300 PSI Exudation		30	

Enclosure 6
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SUGGESTED SPECIFICATIONS FOR CLASS II BASE

Sieve Size	Percent Finer Than
1 Inch	100
3/4 Inch	90 - 100
No. 4	35 - 60
No. 30	10 - 30
No. 200	2 - 9
Sand Equivalent (Minimum)	25
"R" Value (minimum) at 300 psi Exudation	78

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