Final

Initial Study with Proposed Mitigated Negative Declaration for the Squaw Mountain Road Bridge Repair Project

Environmental Assessment No. 42730 (EA 42730)

Prepared for:
Riverside County Transportation Department
3525 14th Street
Riverside, CA 92501

Submitted by:
HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard, Suite 200
La Mesa, CA 91942

December 2014

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INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 – 21177), this Initial Study has been prepared to determine potentially significant impacts on the environment from the proposed Squaw Mountain Road Bridge Repair Project in western Riverside County. Pursuant to Section 15063 of the State CEQA Guidelines, this Initial Study is a preliminary analysis prepared for the County of Riverside (County) as CEQA Lead Agency, in consultation with other jurisdictional agencies, to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND) or a Mitigated Negative Declaration (MND) is required for the proposed Squaw Mountain Road Bridge Repair Project (proposed Project, or Project). The purpose of this Initial Study is to inform the County decision makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

Organization of the Initial Study

The Initial Study is organized as follows:

- **Introduction**, which provides the context for the review along with applicable citation pursuant to CEQA and the State CEQA Guidelines.

- **County of Riverside Environmental Assessment Form: Initial Study**, which provides the Project Description, a brief discussion of the existing environmental setting, and an environmental issues assessment consisting of an environmental checklist and accompanying analysis for responding to checklist questions.

- **References,** which includes a list of reference sources.

- **Acronyms and Abbreviations**, which contains a list of the acronyms and abbreviations used in the Initial Study.

- **Mitigation Monitoring and Reporting Program (MMRP)**, prepared per Section 15097 of the State CEQA Guidelines.

The proposed MND and Initial Study associated with the proposed Project are available for review at the County of Riverside Transportation Department, located at 3525 14th Street, Riverside, California 92501 and the El Cerrito Branch Library located at 7581 Rudell Road, Corona, California 92881.

Document Process

The environmental process being undertaken as part of the proposed Project began with initial project and environmental research. The Initial Study with Proposed Mitigated Negative Declaration is subject to a 30-day public review period. During this review period, public and agency comments on the document relative to environmental issues should be addressed to:

Riverside County Transportation Department
Attn: Frances Segovia, Senior Transportation Planner
3525 14th Street
Riverside, California 92501

Comments received during this time will be considered as part of the Project's environmental review and will be included with the Initial Study document for consideration by the County of Riverside Board of Supervisors (Board). If the Board determines that the Project will have no significant long-term, unmitigatable environmental effects, a Mitigated Negative Declaration (MND) will be adopted for the Project.

Incorporation by Reference

Pertinent documents relating to this Initial Study have been cited and incorporated, in accordance with Sections 15148 and 15150 of the State CEQA Guidelines, to eliminate the need for inclusion of voluminous technical reports within the Initial Study. Of particular relevance are those studies that present information regarding description of the environmental and regulatory setting. The following documents are hereby identified as being incorporated by reference, and are available for review at the Riverside County Transportation Department.

Riverside County General Plan, June 2003 (as amended).

Temescal Canyon Area Plan, County of Riverside General Plan, October 2003.

HELIX Environmental Planning, Inc. (HELIX), 2013. *Squaw Mountain Road Bridge Repair Project Wetland Mitigation Plan.* July 24, 2013.

HELIX Environmental Planning, Inc. (HELIX), 2014a. Squaw Mountain Road Bridge Repair Project Determination of Biologically Equivalent or Superior Preservation Report. September 2, 2014.

HELIX Environmental Planning, Inc. (HELIX), 2014b. Squaw Mountain Road Bridge Repair Project General Biological Resources Assessment Report. September 3, 2014.

LSA Associates (LSA), 2013. *Results of the Archaeological Survey of the Approximately 1-Acre KB Home Squaw Mountain Road Bridge Repair Project Area of Potential Effects, Located South of the City of Corona in Riverside County*. December 31, 2013.

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: EA 42730
Project Case Type(s) and Number(s): N/A

Lead Agency Name: Riverside County Transportation Department
Address: 3525 14th Street, Riverside, CA 92501
Contact Person: Frances Segovia
Telephone Number: (951) 955-1646
Applicant's Name: KB Home Coastal, Inc.
Applicant's Address: 36310 Inland Valley Drive, Wildomar, CA 92595

I. PROJECT INFORMATION

A. Project Description

The Project site is located in Temescal Canyon, adjacent to Interstate 15 (I-15) in southwestern Riverside County (Figures 1 and 2). The Project site consists of the Squaw Mountain Road bridge where it crosses Coldwater Wash and an adjacent small tributary; the closest cross street is Temescal Canyon Road (Figures 3 and 4). The existing Squaw Mountain Road has experienced scouring which has damaged the bridge and caused significant degradation of the channel wash. The bridge is in need of repair. The proposed repairs would consist of lining the channel bottom below the bridge with concrete, connecting the concrete-lined channel to the existing bridge abutments, placing ¼-ton of riprap on the upstream and downstream sides of the concrete-lined portion of the channel (some of which would be buried by fill), and installing riprap slope protection on the northwest slope. An existing asphalt access road would be extended approximately 40 feet. The Project would increase impervious surfaces at the site, adding approximately 1,400 square feet of new impervious surfaces.

There is also a side tributary to Coldwater Wash that was previously realigned for the Painted Hills Development Project and was intended to flow adjacent to Squaw Mountain Road before entering the wash. As a result of significant degradation of the channel wash, the side channel has head cut back from the wash and is now eroding into the slope of Squaw Mountain Road and needs to be stabilized. The proposed repairs would consist of regrading the upper portion of the channel to the appropriate elevation, leaving this portion of the channel as a natural drainage. Flows would then be directed to a basin before entering into a pipe that would outlet at the base of the slope in Coldwater Wash.

Project Design Features

The proposed Project would include design features to avoid or reduce potentially significant environmental impacts. Because these design features have been or would be incorporated into the design of the proposed Project, or are required by law, they are not considered to be mitigation measures.

General Measures

- The Project would comply with all requirements to notify utility companies of impending construction, obtain relevant information regarding existing subsurface utilities, and consult with applicable parties regarding the preservation or relocation of such utilities, if necessary.

Air Quality

- The Project would comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust Requirements for Control of Fine Particulate Matter (PM_{10})," which requires implementation of feasible measures to reduce and control fugitive dust emissions, including, but not limited to: watering on-site, using soil stabilizers, utilizing wheel washers for existing vehicles, and reducing vehicle speeds.

- Construction equipment would be maintained and operated to minimize exhaust emissions. For example, equipment would be properly tuned and maintained in accordance with manufacturer's specifications, and engine idling would be minimized during construction activities.

Erosion/Sediment Control

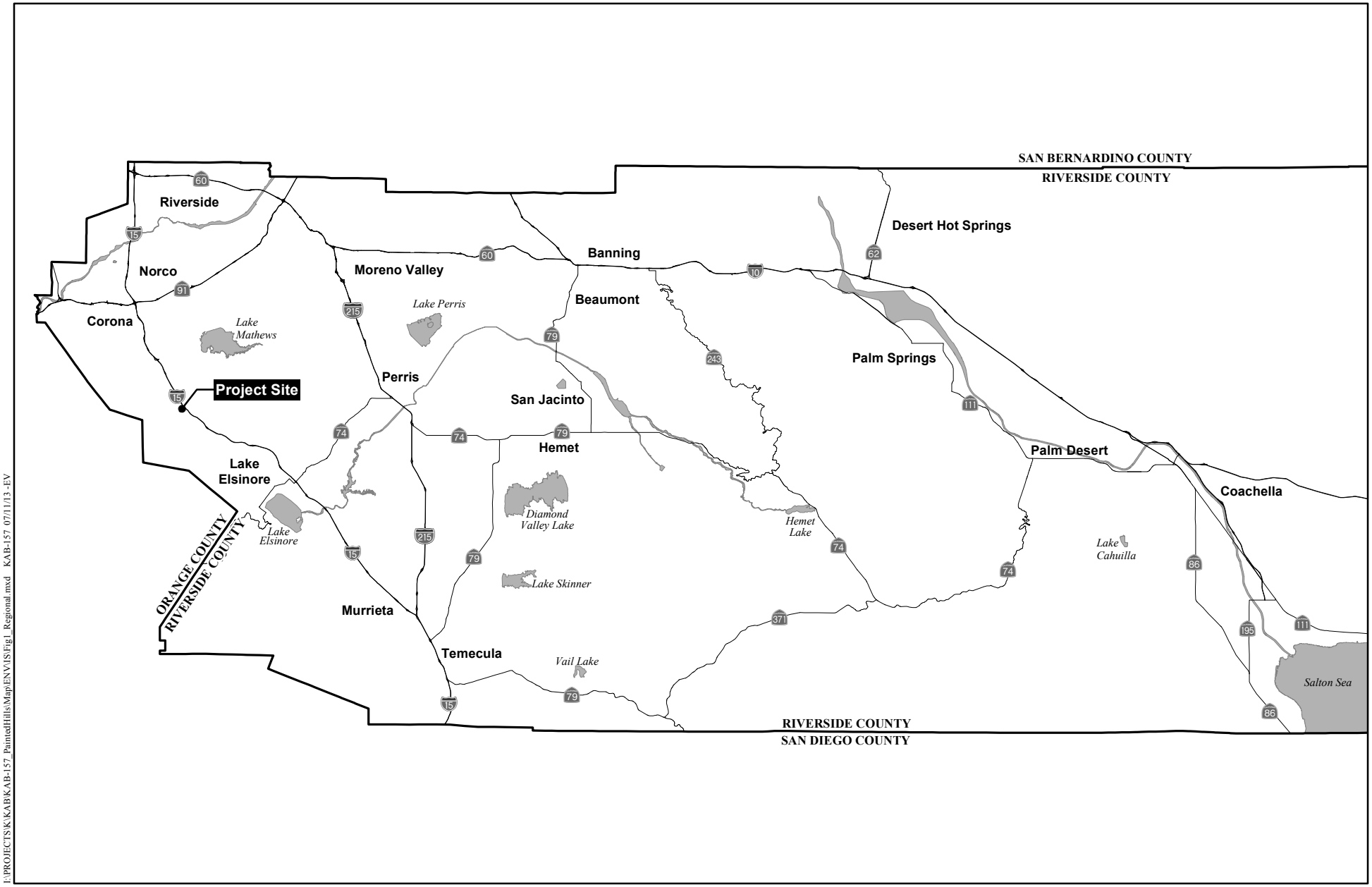
- The Project would implement applicable measures to address potential wind-related erosion, including SCAQMD Rule 403 as noted above under Air Quality, as well as additional measures such as the use of temporary wind-breaks, walls, fences, plantings or other soil stabilization efforts, as applicable.

Hazards

- Hazardous materials would be handled and stored in accordance with applicable federal, state, and County requirements.

Hydrology and Water Quality

- Project construction would comply with all requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (2009-009-DWQ, NPDES No. CAS 000002) for construction activities, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP), and would comply with related County standards and other applicable requirements. This would include the implementation of Best Management Practices (BMPs) identified in the SWPPP, which may include, but are not limited to, gravel bags, fiber rolls, mulching, and silt fencing. The Project is designed such that no long-term effects on water quality and erosion would occur; therefore, no additional long-term controls are required. The Project would not require the preparation of a Water Quality Management Plan, as the Project consists of maintenance of an existing bridge to maintain original line and grade, hydraulic capacity, or original purpose of the facility.



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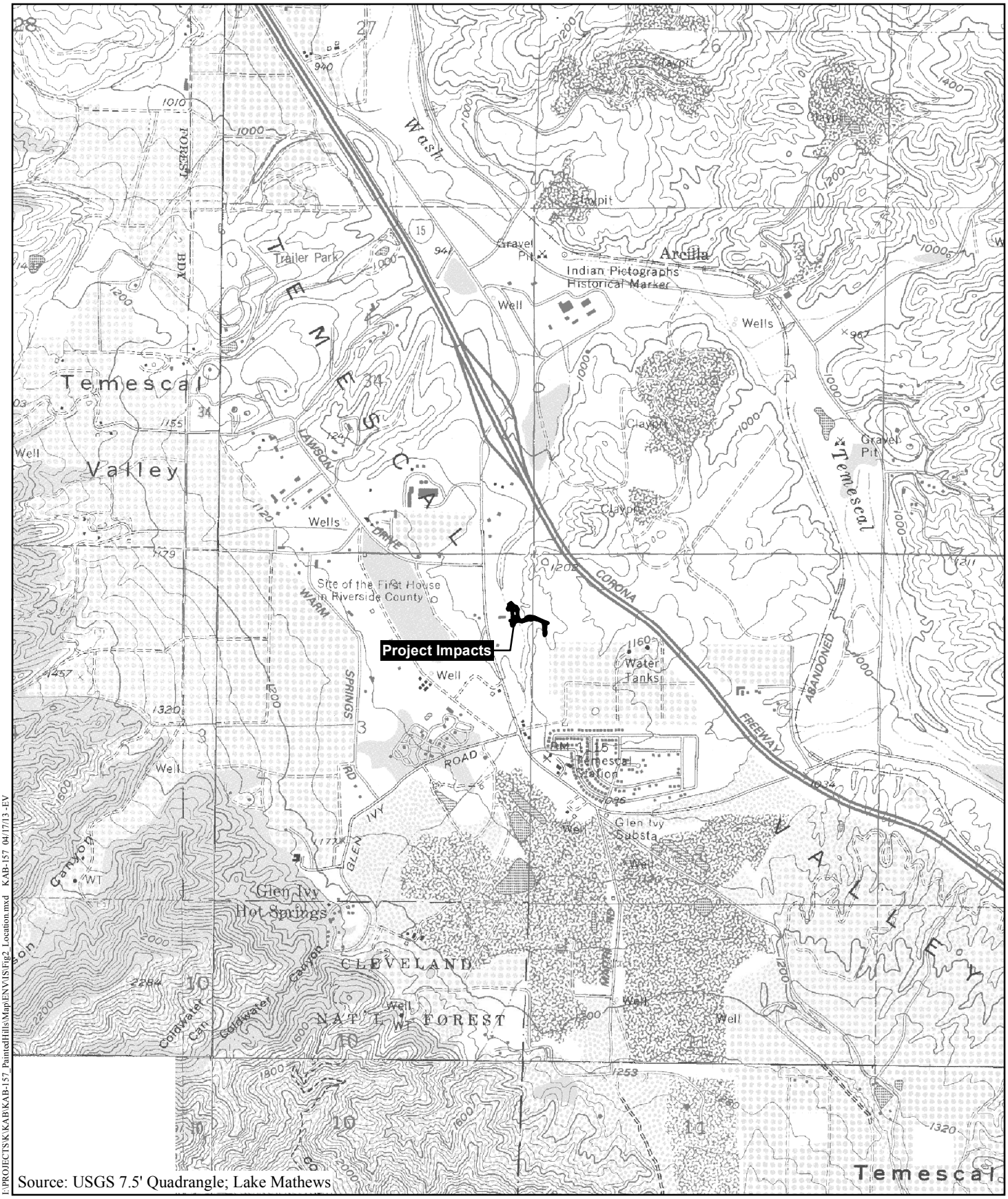
Regional Location Map

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N 0 10 Miles

Figure 1



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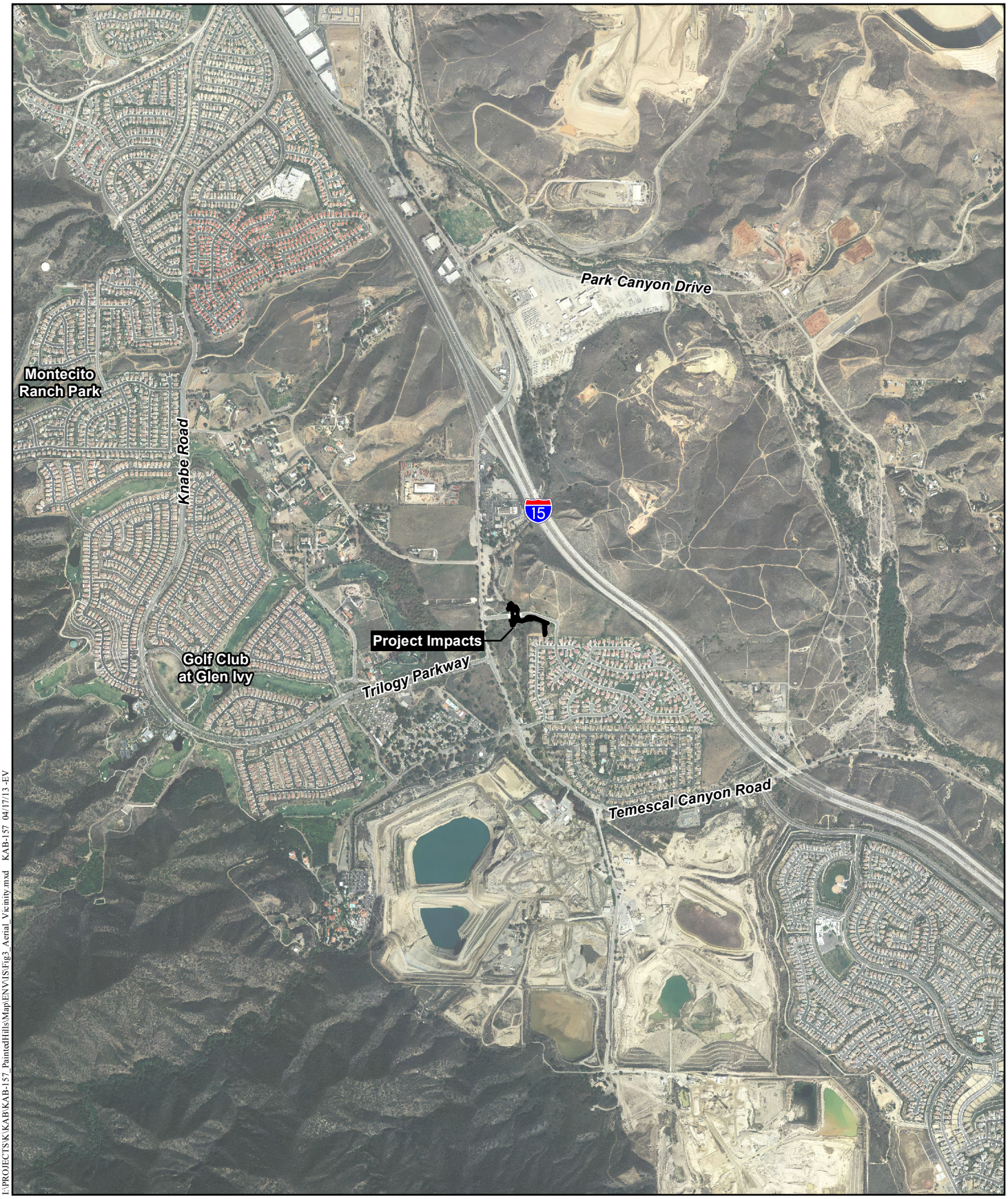
Project Location Map

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N 0 2,000 Feet

Figure 2



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Aerial Photograph - Project Vicinity

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N 0 2,000 Feet

Figure 3

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Aerial Photograph - Project Site

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N 0 100 Feet

Figure 4

Noise

- Construction activities would not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. to 7:00 a.m. during the months of October through May.

- Construction equipment associated with the Project would utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

B. Type of Project

Site Specific ☒; Countywide ☐; Community ☐; Policy ☐.

C. Total Project Area

0.94 acre

Residential Acres: N/A	**Lots:** N/A	**Units:** N/A	**Projected No. of Residents:** N/A
Commercial Acres: N/A	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	**Est. No. of Employees:** N/A
Industrial Acres: N/A	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	**Est. No. of Employees:** N/A
Other : Bridge Repair	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	

D. Assessor's Parcel Numbers

The Project site includes portions of three parcels, with the following Assessor's Parcel Numbers (APNs): 290-050-030, 290-190-028 and 290-190-047.

E. Street References

The Project site is located along the east side of Temescal Canyon Road, west of Temescal Wash and I-15, beneath the Squaw Mountain Road bridge over Coldwater Wash.

F. Section, Township, and Range Description

The Project site is located on the United States Geological Service (USGS) *Lake Mathews, California* 7.5-minute quadrangle map in Township 5 South, Range 6 West, in the northwest quarter of the northwest quarter of Section 2 and in the northeast quarter of the northeast quarter of Section 3 (previously referenced Figure 2).

G. Brief Description of the Existing Environmental Setting of the Project Site and its Surroundings

The bridge was originally constructed as part of the Painted Hills Residential Development Project. Currently, the 0.94-acre Project site exhibits extensive disturbance to native wetland and upland habitats (mostly in the northern and southern portions of the site) from the bridge failure and also contains scattered non-native habitats.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies

1. **Land Use:** The Project site has a General Plan Foundation Component of Community Development, with corresponding land use designations of Commercial Tourist and Commercial Retail. The Project does not propose changes to land use designations or to the existing use of the Project site. As such, the Project is consistent with the General Plan Land Use Element and would not conflict with policies contained in the Land Use Element.

2. **Circulation:** Project-related traffic would be limited to trips associated with construction activities, including the delivery of construction equipment and materials to the site, as well as construction worker vehicle trips to the site. The Project would not result in new trips during the long-term operation of the site. Due to the limited trips associated with the Project, all of which would occur during construction activities, the Project would be expected to conform with all applicable circulation policies in the General Plan Circulation Element and the Temescal Canyon Area Plan. In addition, the Project would improve the circulation system by repairing a failing roadway bridge structure.

3. **Multipurpose Open Space:** Based on the current nature of the Project site, which consists of the Squaw Mountain Road bridge, Coldwater Wash, and a side tributary, the proposed Project is not expected to conflict with areas identified for conservation, preservation, or reservation in the Multipurpose Open Space Element. The Project site does not contain Open Space land use or zoning designations. The Project would not alter the existing use of the site.

4. **Safety:** The Project site is not located within a 100-year flood zone, but is located in an area with identified hazards associated with proximity to state or County fault zones, liquefaction, and subsidence. The Project site is also within an area with high susceptibility for wildfire hazards. However, the Project does not propose changes to the land uses at the site and would not introduce new habitable structures. The Project would result in repairs to an existing bridge and would be in conformance with applicable policies in the General Plan Safety Element, which including the following:

   OS 3.3 Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.

   OS 6.1 During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

   OS 6.2 Preserve buffer zones around wetlands where feasible and biologically appropriate.

   OS 6.3 Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.

5. **Noise:** The General Plan does not identify the types of uses proposed by the Project as noise-sensitive. The Project would result in repairs to an existing bridge, and would not introduce new long-term noise generating uses to the site or the introduction of noise-sensitive uses to the site. Noise associated with the Project would only occur during construction activities. The General Plan Noise Element contains the following policies relevant to construction noise that would apply to the Project:

   N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

12.4 Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

6. **Housing:** The proposed Project would not construct, remove or otherwise substantially affect existing or planned housing, and would therefore not conflict with General Plan Housing Element policies.

7. **Air Quality:** The proposed Project includes measures to control fugitive dust generation and vehicle/equipment emissions during construction activities (as previously described), and is thus consistent with applicable policies in the General Plan Air Quality Element.

8. **Healthy Communities:** The Project does not propose changes to land use at the site or the transportation system in the Project area. The Project also does not include components related to arts and cultural, social capital, recreation, trails and open space, or access to healthy food or health care. There are no policies or components of the Health Communities Element applicable to the proposed Project.

B. General Plan Area Plan(s)

The Project site is located within the Temescal Canyon Area Plan of the Riverside County General Plan.

C. Land Use Designation(s)

The Project site has a General Plan Foundation Component of Community Development and is designated as Commercial Tourist and Commercial Retail land uses.

D. Overlay Area(s), if any

The Project site is not located within a General Plan overlay area.

E. Policy Area(s), if any

The Project site is located within the General Plan Design Theme Policy Area, but it is not located within Temescal Canyon Area Plan mapped policy areas.

F. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any

The areas adjacent to and surrounding the Project site are within the Temescal Canyon Area Plan and Community Development Foundation Component. Land use designations adjacent to and surrounding the Project site include Commercial Tourist, Commercial Retail, and Medium Density Residential. Areas surrounding the Project site to the north, south, east, and west are within a General Plan Design Theme Policy Area, but are not within other General Plan or Temescal Canyon Area Plan overlay or policy areas.

G. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any

The Project site is not within a mapped Specific Plan area.

2. Specific Plan Planning Area, and Policies, if any

Due to the Project site not being within a mapped specific plan area, there are no applicable specific plan policies.

H. Existing Zoning

The Project site is zoned as Scenic Highway Commercial (C-P-S).

I. Proposed Zoning, if any

No zoning change is proposed as part of the Project.

J. Adjacent and Surrounding Zoning

Zoning designations in areas immediately surrounding the Project site include C-P-S to the north, east, west, and south. There is also a housing tract associated with the Painted Hills Residential Development Project to the south of the Project site which is zoned R-1 (One-Family Dwellings).

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Agriculture & Forest Resources	☐ Hydrology and Water Quality	☐ Transportation/Traffic
☐ Air Quality	☐ Land Use/Planning	☐ Utilities/Service Systems
☒ Biological Resources	☐ Mineral Resources	☐ Other
☒ Cultural Resources	☐ Noise	☐ Mandatory Findings of Significance
☐ Geology/Soils	☐ Population/Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ 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, described in this document, have been made 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.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Russell Williams — Signature

10/1/14 — Date

Russell Williams, Environmental Division Manager
Riverside County Transportation Department

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with applicable requirements under CEQA (PRC Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed Project and identify any potential significant impacts to the environment that would result from implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether an ND, MND, or EIR is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

AESTHETICS

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Temescal Canyon Area Plan, County of Riverside General Plan*, October 2003.

Findings of Fact:

a) The Project site is not adjacent to a designated scenic highway corridor, and Project implementation would therefore not result in associated direct impacts. I-15 is designated as a "State Eligible" scenic highway south of State Route (SR) 91. The Project site is located approximately 0.2 mile west of I-15. The proposed Project would result in temporary visual changes during project construction; however, it would not result in permanent changes visible from I-15. The Project would not have a substantial effect upon a scenic highway corridor and impacts would be less than significant.

b) The Project consists of repairs to an existing bridge and streambed. Following completion of the repairs, the Project site would look similar to its current condition, although new riprap, concrete, and grading would result in some alterations to the current visual condition of the site. There are no trees, rock outcroppings, or unique landmarks which would be removed as a result of the Project. Additionally, the repairs would occur below Squaw Mountain Road, and would not obstruct prominent scenic vistas or open views. The repairs would also not constitute an aesthetically offensive site. Impacts would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☐	☒

Source:

Riverside, County of, 2003. *Temescal Canyon Area Plan, County of Riverside General Plan*, October 2003.

Riverside, County of, 1988. *Ordinance No. 655, An Ordinance of the County of Riverside Regulating Light Pollution.* June 7, 1988.

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project site is located approximately 45 miles northwest of the Mount Palomar Observatory, and is not within associated Zones A or B as defined by County Ordinance No. 655. Accordingly, there would be no impact related to Project light generation and effects to nighttime operations at the observatory.

Mitigation: None required.

Monitoring: No monitoring is required.

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Other Lighting Issues				
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
b) Expose residential property to unacceptable light levels?	☐	☐	☐	☒

Source:

Project Description.

Google Earth, accessed July 17, 2014.

Findings of Fact:

a) Squaw Mountain Road contains existing street lighting. The Project does not propose the addition of new lighting sources, and as such, would not create a new source of nighttime light or glare. Project improvements would be conducted using materials such as concrete, riprap, and asphalt. These materials do not produce daytime glare or contain reflective surfaces. No impact associated with new sources of light or glare would occur.

b) The Project would not result in the introduction of new light sources or change the current lighting levels in the Project vicinity. No impact associated with unacceptable light levels for residential uses would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

AGRICULTURE & FORESTRY RESOURCES

AGRICULTURE & FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Agriculture and Forestry Resources				
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?	☐	☐	☐	☒
b) Conflict with existing agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4256), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
e) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
f) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project site does not include any Prime, Unique or Statewide Important Farmland designations, and is mapped primarily as "Other Lands". Based on these conditions, as well as the fact that the Project would not convert the uses of the Project site, nor does it contain agricultural uses, no impact would occur.

b) The Project site consists of the Squaw Mountain Road bridge where it crosses Coldwater Wash and an adjacent small tributary. No existing agricultural uses or Williamson Act contract lands are located within the site or immediately adjacent. No impacts to existing agricultural uses or Williamson Act Contract lands would result from implementation of the proposed Project.

c) Zoning designations in areas surrounding the Project site are associated with commercial and residential uses. Accordingly, because no agriculturally zoned properties are located within 300 feet of the Project site, no impacts associated with development of non-agricultural uses would result from Project implementation.

d) The Project site and adjacent uses do not contain forest land, timberland, or related zoning (including areas zoned as Timberland Production). No impact would occur.

e) Based on the information provided in response 4(d), implementation of the proposed Project would not result in impacts related to the loss or conversion of forest land.

f) The Project activities would occur at the Squaw Mountain Road bridge where it crosses Coldwater Wash and an adjacent small tributary. Project implementation does not include components which would result in the conversion of Farmland to non-agricultural uses, or the conversion of forest land to non-forest uses. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

AIR QUALITY

AIR QUALITY Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors which are located within one mile of the project site to substantial point source emissions?	☐	☐	☒	☐
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	☐	☐	☐	☒
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Source:

South Coast Air Quality Management District (SCAQMD), 1993. *CEQA Air Quality Handbook.* April 1993, as amended.

Findings of Fact:

a) The Project site is within the South Coast Air Basin (Basin), which includes (among other areas) western Riverside County. SCAQMD is the local agency responsible for the administration and enforcement of air quality regulations in this basin. The applicable air quality plan for the Project area

is the Basin's 2012 Air Quality Management Plan (AQMP), which is designed to satisfy the planning requirements of both the federal and state Clean Air Acts. The AQMP outlines strategies and measures to achieve federal and state standards for healthful air quality and for all areas under SCAQMD's jurisdiction. The SCAQMD's AQMP contains a comprehensive list of pollution control strategies to reduce emissions and achieve ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties. SCAG addresses regional issues relating to transportation, economy, community development, and SCAG environment. With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP. These documents are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based, in part, on projections originating with county and city general plans.

The use of the Project site would not be altered by the proposed repairs. No changes to roadway capacity or increases in long-term traffic would occur as a result of the proposed Project. The Project would not alter population or traffic in the area, would be consistent with the County General Plan and the RCPG, and would result in repairs to an existing bridge and the corresponding streambed below, no associated impacts related to conflicts with or obstructions to air quality plans would occur.

b) The SCAQMD has developed the *CEQA Air Quality Handbook* (1993) that establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the District with daily construction emissions that exceed any of the following thresholds should be considered to have a significant air quality impact:

- 75 pounds per day of volatile organic compounds (VOC);
- 100 pounds per day of oxides of nitrogen (NO_X);
- 550 pounds per day of carbon monoxide (CO);
- 150 pounds per day of oxides of sulfur (SO_X)
- 150 pounds per day of particulate matter equal to or less than 10 microns in diameter (PM_{10}); and
- 55 pounds per day of particulate matter 2.5 microns or less in diameter ($PM_{2.5}$).

The proposed Project would result in construction emissions during bridge repairs and streambed work. These emissions would be limited and short term. Construction emissions include those associated with the transport of construction materials and equipment to the site, and emissions associated with equipment operation and soil movement at the site. Other construction-related emissions would occur as a result of workers' vehicles traveling to and from the Project site for construction activities. Table 1 summarizes construction emissions associated with the Project. As each of the construction phases would occur independently, the emissions of pollutants for each phase are not additive. The emissions were calculated using SCAQMD's Roadway Construction Emissions Model and are summarized in Table 1. Emissions of SO_X are not shown in Table 1, as the Roadway Construction Emissions Model does not calculate SO_X emissions. However, SO_X emissions are expected to be negligible and well below threshold levels.

Table 1 DAILY CONSTRUCTION EMISSIONS					
Construction Phase	**Pollutant Emissions (pounds per day)**				
	VOC	**CO**	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Grubbing/Land Clearing	2.3	10.2	25.0	5.9	2.1
Grading/Excavation	2.9	15.7	30.4	6.1	2.2
Drainage/Utilities/Sub-Grade	2.6	12.9	25.3	6.0	2.1
Paving	3.6	17.8	38.0	1.9	1.8
Significance Thresholds	75	550	100	150	55
Significant Impact?	***No***	***No***	***No***	***No***	***No***

Source: Roadway Construction Emissions Model (output data is provided in Attachment A).

As shown in Table 1, emissions of criteria pollutants are below SCAQMD daily thresholds. The Project would comply with SCAQMD Rule 403 to control fugitive dust. Impacts would be less than significant. No long-term emissions would be associated with the Project. Vehicles travelling on the bridge are already an existing condition, and the Project would not increase the amount of vehicles traveling on the bridge or in the Project vicinity. Therefore, the proposed Project would not violate air quality standards or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

c) As discussed in response 5(b) above, emissions associated with the proposed Project would only occur during the construction period. These would be short-term in nature and limited. The long-term operation of the bridge would be a continuation of the existing condition and there would be no new operational emissions occurring as a result of the Project. Thus, the proposed Project would not result in a cumulatively considerable increase in criteria pollutants. Impacts would be less than significant.

d) The bridge is located approximately 350 feet northwest of single-family residential uses, and associated Project construction activities would be occurring within close proximity to these single-family residential uses. However, construction emissions would be limited and short-term. The Project does not include the introduction of new point source pollutant emitters, and thus, would not expose sensitive receptors to substantial point source emissions. Impacts would be less than significant.

e) The proposed Project would not result in the construction of sensitive receptors; therefore, no associated impacts would occur.

f) The Project consists of repairs to a bridge. Although odors associated with construction equipment exhaust may occur during the construction period, they would be temporary and not likely noticeable beyond the limits of construction. Impacts would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES

BIOLOGI CAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Wildlife & Vegetation				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☐	☒	☐
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☐	☒	☐
c) 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?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
f) 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?	☐	☒	☐	☐
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Source:

HELIX Environmental Planning, Inc. (HELIX), 2013. Squaw Mountain Road Bridge Repair Project Wetland Mitigation Plan. July 24, 2013.

HELIX Environmental Planning, Inc. (HELIX), 2014a. Squaw Mountain Road Bridge Repair Project Determination of Biologically Equivalent or Superior Preservation Report. September 2, 2014.

HELIX Environmental Planning, Inc. (HELIX), 2014b. Squaw Mountain Road Bridge Repair Project General Biological Resources Assessment Report. September 3, 2014.

Riverside, County of, 2014. Riverside County Land Information System Website. http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Regional Conservation Authority Western Riverside County, 2014. Conservation Summary Report Generator. Accessed July 2014.

Findings of Fact:

a) The Project site is located within the boundaries of the Western Riverside County Multiple Species Conservation Plan (MSHCP). The Project site is not in a Criteria Cell and is, therefore, exempt from Area Plan and Subunit Biological Issues and Considerations, as well as Cell Group and Criteria Cell conservation goals and conditions. The Project also is not within a Criteria Area Species Survey Area (CASSA). No CASSA surveys are required. The Project site is in Narrow Endemic Plant Species Survey Area (NEPSSA) 1 and requires surveys and/or habitat assessments for the following species: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumilla*), slender-horned spine flower (*Dodecahema leptoceras*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), San Miguel savory (*Satureja chandleri*), Hammitt's clay-cress (*Sibaropsis hammittii*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). A habitat assessment and rare plant survey was conducted for these species in accordance with the requirements of MSHCP Section 6.1.3. None of the NEPSSA Area 1 plant species occur within the Project area and no impact to these species would occur; therefore, the Project is in compliance with Section 6.1.3 of the MSHCP.

The Project impact area was assessed for habitat that had potential to support Riparian/Riverine and Vernal Pool Species per Section 6.1.2 of the MSHCP including: riparian/riverine plants, Riverside fairy shrimp (*Streptocephalus woottoni*), vernal pool fairy shrimp (*Branchinecta lynchi*), the Santa Ana sucker (*Catostomus santaanae*), arroyo toad (*Anaxyrus californicus*), mountain yellow-legged frog (*Rana muscosa*), California red-legged frog (*Rana draytonii*), least Bell's vireo (LBV; *Vireo bellii pusillus*), southwestern willow flycatcher (WIFL; *Empidonax traillii extimus*), western yellow-billed cuckoo (YBCU; *Coccyzus americanus occidentalis*), bald eagle (*Haliaeetus leucocephalus*), and peregrine falcon (*Falco pregrinus*). The assessments for these species are discussed in more detail in responses 6(b) and 6(c) below; however, no appropriate habitat for these species was identified in the Project site and no focused surveys were required. The Project is in compliance with the requirements of MSHCP Sections 6.1.2.

The MSHCP Section 6.3.2 requires surveys for Aguanga kangaroo rat (*Dipodomys merriami collinus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) for projects that are within the mammal survey area for these species. The Project is not within the mammal survey area for any of the aforementioned mammal species; therefore, no mammal surveys are required. MSHCP Section 6.3.2 also requires a burrowing owl (*Athene cunicularia*) assessment. A burrowing owl habitat assessment conducted on April 16, 2014 at the site was negative. The property is not within an amphibian survey area or a mammal survey area. Species shown under MSHCP Section 6.3.2 do not occur in the Project site and the Project is in compliance with Section 6.3.2 of the MSHCP.

Section 7.5.3 of the MSHCP discusses construction guidelines for projects within the MSHCP Criteria Area and Public/Quasi Public lands. The Project does not occur within an MSHCP Criteria Area, Public/Quasi Public land or other area proposed for conservation under the MSHCP and is not subject to the guidelines outlined in MSHCP Section 7.5.3.

The Project would follow standard BMPs to reduce potential impacts to the environment. These BMPs include but are not limited to:

- Equipment storage, fueling and staging areas will be sited on non-sensitive upland habitats with minimal risk of direct discharge into riparian habitats.
- The limits of Project disturbance will be clearly defined and marked in the field.
- The footprint of the Project will be minimized to the maximum extent feasible.
- Construction related trash will be placed in appropriate trash receptacles and removed from the project site. No trash shall be discharged on to the project site.

Indirect impacts that may be caused by implementation of the proposed Project are associated with edge effects. Edge effects occur when disturbance, development, or grading traverse an undeveloped area with substantial native lands surrounding the impact area. Potential edge effects for this Project include invasive plant species, animal behavioral changes, night lighting, and decreased water quality. Additionally, the proposed Project has potential to cause temporary indirect impacts due to noise and fugitive dust.

Invasive plants have potential to spread from developed or disturbed areas to adjacent native habitats. Such invasive species can displace native vegetation reducing the diversity of native habitats and potentially increasing flammability, changing ground and surface water levels, and adversely affecting native wildlife. No invasive plant species would be utilized in the landscaping plans and no species on the Cal-IPC "Invasive Plant Inventory" list would be included in the erosion control plan; therefore, impacts due to plant invasions are expected to be less than significant.

Night lighting exposes wildlife species to an unnatural light regime and may alter their behavior patterns, causing them to have lower reproductive success, and thus reducing species diversity. Night lighting is not proposed for construction of the Project. Therefore, impacts due to night lighting would not occur.

The use of petroleum products (i.e., fuels, oils, lubricants) and erosion of land cleared during construction could potentially contaminate surface water, adversely affecting vegetation, aquatic animals, and terrestrial wildlife. However, implementation of BMPs per the County's grading permitting requirements, as well as requirements under the Project's Clean Water Act Section 401 Water Quality Certification would reduce potential short-term water quality impacts to below a level of significance.

During construction, measures would be implemented as part of the Project to control erosion, sedimentation, and pollution that could impact water resources on and off site. Prior to the commencement of grading, a Notice of Intent must be filed with the RWQCB for a National Pollutant Discharge Elimination System General Construction Storm Water Permit. Standard measures that may apply to the proposed project include:

- Erosion control measures associated with the Project would include techniques for both long- and short-term erosion hazards. These include such measures as the short-term use of gravel bags, matting, mulches, berms, hay bales, or similar devices along all pertinent graded areas to minimize sediment transport.

- Native vegetation would be preserved whenever feasible, and all disturbed areas would be stabilized as soon as possible after completion of grading.

- A maintenance plan for temporary erosion control facilities would be established. This typically involves inspection, cleaning, and repair operations being conducted after runoff-producing rainfall.

- Specified fueling and maintenance procedures would be designated to preclude the discharge of hazardous materials used during construction (e.g., fuels, lubricants, and solvents). Such designations will include specific measures to preclude spill including proper handling and disposal techniques.

Dust released during grading activities could cover vegetation in adjacent habitat areas. The resulting dust-induced shading could reduce native plant productivity, in turn displacing native vegetation, reducing diversity, encouraging weed invasion, adversely affecting wildlife, and increasing fire susceptibility. Dust control measures would be implemented as part of Project construction. As a result, the effects of dust on surrounding vegetation are considered less than significant.

b) The project would result in unavoidable impacts to 0.94 acre of vegetation communities (Table 2).

Table 2
VEGETATION COMMUNITY IMPACTS

Community	Existing	Impacts
Mule fat scrub	0.20	0.20
Riversidean alluvial fan sage scrub	0.02	0.02
Southern willow scrub	0.16	0.16
Streambed	0.33	0.33
Tamarisk scrub	0.01	0.01
Riversidean sage scrub	0.08	0.08
Non-native grassland	0.03	0.03
Non-native vegetation	0.07	0.07
Disturbed	0.01	0.01
Developed	0.03	0.03
TOTAL	**0.94**	**0.94**

Mule fat scrub occupies 0.20 acre of the Project site. Riversidean alluvial fan sage scrub occupies 0.02 acre of the Project site south of the bridge. Southern willow scrub occupies 0.16 acre of the Project site, mostly in the small tributary. Streambed habitat occupies 0.33 acre in the channels of both Coldwater Wash and the small tributary. Tamarisk scrub occupies 0.01 acre in the eastern tip of the Project site. Several small pockets of Riversidean sage scrub totaling 0.08 acre occur onsite. A total of 0.03 acre of non-native grassland occurs on site. Non-native vegetation consists of existing landscaping along Squaw Mountain Road and totals 0.07 acre. A small area mapped as disturbed habitat because of the highly weedy nature of the patch occurs on site and totals 0.01 acre. One developed area is present onsite consisting of 0.03 acre, which is the existing maintenance access ramp.

The Project site was assessed for habitat that could support the LBV, WIFL, and YBCU. Typical habitat for LBV consists of well-developed riparian scrub, woodland, or forest dominated by willows (*Salix* spp.), mule fat (*Baccharis salicifolia*), and western cottonwood (*Populus fremontii*). LBV will also use small patches of trees adjacent to dense riparian habitat. WIFL and YBCU require mature riparian forest with a stratified canopy and nearby water. The site was not considered suitable for these species and no focused surveys were conducted.

Both the bald eagle and peregrine falcon occur primarily in and adjacent to open water habitats, with the peregrine falcon possibly occurring in riparian areas. The peregrine falcon nests on large cliffs that are generally 200 to 300 feet in height. No appropriate habitat for these species occurs on site and focused surveys were not required.

No appropriate habitat for the Santa Ana sucker is present on site and focused surveys were not required. No suitable habitat for fairy shrimp occurs in the Project site. The project is not within the amphibian survey area for arroyo toad, mountain yellow-legged frog, and California red-legged frog; therefore, no amphibian surveys were required.

As discussed above, the Project would result in impacts to 0.94 acre of vegetation on site; however, the Project would not result in significant effect, either directly or through habitat modifications, on endangered or threatened species. Impacts would be less than significant.

c) The Project site does not support suitable habitat for burrowing owl, and this species is not expected to occur, as discussed in response 6(a). The MSHCP lists 23 sensitive plant species that have

potential to occur in Riparian/Riverine and Vernal Pool habitats. Also as discussed in response 6(a), none of these 23 species occurs in the Project site, nor are any expected to occur.

Potential direct impacts to bird species covered under the Migratory Bird Treaty Act (MBTA) could occur if brushing and grading occurs during the breeding season of most bird species (general breeding season is February 15 to August 31). These impacts are considered significant and would require mitigation. Implementation of mitigation measure **BIO-1** would reduce this impact to a less-than-significant level.

d) Based on the information provided above in responses 6(a), (b), and (c) of this section, as well as the fact that the Project site is not located within a known wildlife corridor, implementation of the proposed Project would not result in significant impacts related to interference with the movement of native resident or migratory fish or wildlife species, interference with established native resident migratory wildlife corridors, or impediments to the use of native wildlife nursery sites. No impact would occur.

e) As discussed in response 6(b) above, the Project would result in impacts to 0.94 acre of vegetation communities. Impacts to mule fat scrub, Riversidean alluvial fan sage scrub, southern willow scrub, streambed and tamarisk scrub are considered significant. Impacts to Riversidean sage scrub, non-native grassland, non-native vegetation, disturbed and developed are not considered significant because the small size of the impact and/or the low sensitivity of the vegetation type being impacted.

The proposed Project has been designed to avoid as much of the extant riparian vegetation as possible while still providing a hydraulically stable channel over the long term; however, the Project includes unavoidable impacts to 0.72 acre of Riparian/Riverine habitats (Table 3).

Table 3
IMPACTS TO RIPARIAN/RIVERINE RESOURCES
(ACRES)

Habitat	Existing	Permanent Impacts	Temporary Impacts	Total Impacts
Mule fat scrub	0.20	0.04	0.16	0.20
Riversidean alluvial fan sage scrub	0.02	<0.01	0.02	0.02
Southern willow scrub	0.16	0.03	0.13	0.16
Streambed	0.33	0.20	0.13	0.33
Tamarisk scrub	0.01	0	0.01	0.01
TOTAL	**0.72**	**0.27**	**0.45**	**0.72**

The first priority for Riparian/Riverine under CEQA and the MSHCP is avoidance of direct impacts. Complete avoidance of the Riparian/Riverine resources is not feasible in conjunction with the proposed bridge repair. As part of the Project design process, impacts to the bridge repair were reduced from the original engineering approach. The earlier design would have impacted in excess of one acre of Riparian/Riverine habitats; the redesigned Project would impact a total of 0.72 acre of Riparian/Riverine habitats. Any additional changes to the Project design to further reduce impacts would potentially result in the bridge requiring future repairs due to a lack of scour protection.

The current Project design represents the minimum footprint necessary to provide for necessary protection of the bridge and to address significant erosion that is occurring in the side tributary. Additional avoidance is not feasible. This represents avoidance to the maximum extent practicable, as required by the MSHCP. Total avoidance of impacts can be achieved only by a no project alternative. A no project alternative does not provide for necessary protection of the existing bridge structure. Although the Project includes avoidance to the maximum extent practicable, impacts to riparian vegetation would be potentially significant, requiring mitigation. The implementation of mitigation measure **BIO-2** would reduce impacts to riparian vegetation to a less-than-significant level.

f) The Project would result in impacts to 0.72 acre of habitats under the jurisdiction of the United States Army Corps of Engineers (USACE) and the California Department of Fish and Wildlife (CDFW) (Table 4). The USACE jurisdictional impacts would total 0.33 acre consisting entirely of non-wetland Waters of the U.S. (WUS; 0.13 acre of permanent impacts and 0.20 acre of temporary impacts; Table 4, Figure 5). The CDFW jurisdictional impacts total 0.72 acre and consist of permanent impacts to 0.27 acre of Waters of the State (WST) and temporary impacts to 0.45 acre of WST (Table 4; Figure 6). The CDFW jurisdictional areas affected consist of 0.20 acre of mule fat scrub, 0.02 acre of Riversidean alluvial fan sage scrub, 0.16 acre of southern willow scrub, 0.33 acre of streambed, and 0.01 acre of tamarisk scrub.

Table 4
IMPACTS TO JURISDICTIONAL WATERS

Habitat	Waters of the U.S.			Waters of the State*		
	Permanent	Temporary	TOTAL	Permanent	Temporary	TOTAL
Mule fat scrub	0	0	0	0.04	0.16	0.20
Riversidean alluvial fan sage scrub	0	0	0	<0.01	0.02	0.02
Southern willow scrub	0	0	0	0.03	0.13	0.16
Streambed	0.13	0.20	0.33	0.20	0.13	0.33
Tamarisk scrub	0	0	0	0	0.01	0.01
TOTAL	**0.13**	**0.20**	**0.33**	**0.27**	**0.45**	**0.72**

*CDFW jurisdictional impacts include USACE impacted areas.

Pursuant to Section 404 of the federal Clean Water Act, the USACE regulates the discharge of fill material into WUS and evaluates the impacts of the placement of proposed fill into such waters. Under Section 401 of the federal Clean Water Act, the Regional Water Quality Control Board (RWQCB) also has authority over USACE jurisdictional areas. To ensure no-net-loss of jurisdictional areas, as well as associated functions and services, the USACE requires compensatory mitigation for jurisdictional impacts. Jurisdictional impacts and mitigation can be assessed by mapping vegetation and delineating the USACE wetlands as specified in their current manuals. The CDFW regulates impacts to wetland habitats pursuant to Section 1602 of California Fish and Game Code.

The Project applicant has submitted permit applications to the USACE under Section 404 of the federal Clean Water Act, to the CDFW under Section 1600 of the California Fish and Game Code, and to the RWQCB under section 401 of the federal Clean Water Act for impacts to jurisdictional areas. Proposed mitigation for temporary impacts to 0.45 acre of WUS and WST would be accomplished through on-site restoration of 0.45 acre, while mitigation for permanent impacts to 0.27 acre would be accomplished by participation in the Riverside-Corona Resource Conservation District (RCRCD) In Lieu Fee program. Final mitigation requirements would be established through consultation with the regulatory agencies. Impacts would be reduced to a less-than-significant level through implementation of mitigation measure **BIO-2** and compliance with permit requirements of the regulatory agencies.

g) The Project would not conflict with local policies or ordinances protecting biological resources. No impact would occur.

Mitigation:

BIO-1 The clearing of vegetation shall occur outside of the bird breeding season (February 15 to August 31), unless a qualified biologist demonstrates to the satisfaction of the County that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey shall be conducted no more than three days prior to vegetation clearing or ground disturbance activities, if such activities occur between February 15 and August 31. If an active nest is located during the Nesting Bird

Clearance Survey, construction within 500 feet of the nest must be avoided until the nest has been vacated and the young are independent of their parents. A Nesting Bird Clearance Survey report shall be submitted to the County for review and approval prior to initiating clearing and grubbing during the breeding season. Clearing of upland vegetation outside of the bird breeding season will not require a nesting bird clearance survey.

BIO-2 Proposed mitigation for temporary impacts to 0.45 acre of Riparian/Riverine habitats would be accomplished through on-site restoration of 0.45 acre (Table 5, Figure 7), while mitigation for permanent impacts to 0.27 acre would be accomplished by participation in the Riverside-Corona Resource Conservation District (RCRCD) In Lieu Fee program. Mitigation for permanent impacts shall occur at a 3:1 ratio for mule fat scrub and southern willow scrub, and at a 1:1 ratio for streambed and tamarisk scrub. Prior to the initiation of construction activities, the Project applicant shall purchase In Lieu Fee credits for permanent impacts to 0.27 acre at the prescribed ratio. The Project applicant shall submit a fully executed copy of the purchased In-Lieu Fee credits to Riverside County Transportation Department to ensure compliance. Mitigation for temporary impacts shall occur at the completion of construction activities for the Project. Final mitigation for impacts shall be determined through the permitting processes of the involved regulatory agencies.

Table 5
MITIGATION FOR JURISDICTIONAL WATERS IMPACTS

Habitat	Impacts to Waters of the State			Mitigation		
	Permanent	Temporary	TOTAL	Permanent	Temporary	TOTAL
Mule fat scrub	0.04	0.16	0.20	0.12	0.16	0.28
Riversidean alluvial fan sage scrub	<0.01	0.02	0.02	0	0.02	0.02
Southern willow scrub	0.03	0.13	0.16	0.09	0.13	0.22
Streambed*	0.20	0.13	0.33	0.20	0.13	0.33
Tamarisk scrub	0	0.01	0.01	0	0.01	0.01
TOTAL	**0.27**	**0.45**	**0.72**	**0.41**	**0.45**	**0.86**

*Streambed impacts would also occur to 0.33 acres of Waters of the U.S.

Monitoring: Monitoring for mitigation measures **BIO-1** and **BIO-2** shall occur as specified in the attached MMRP.

CULTURAL RESOURCES

CULTURAL RESOURCES Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Historic Resources				
a) Alter or destroy an historic site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☒	☐	☐

Source:

LSA Associates (LSA), 1999. *Archaeological Survey, Testing, and Evaluation of Sites CA-RIV-101H, CA-RIV-2992, CA-RIV-6152/H, and CA-RIV-2993 for the Temescal Summit Project, Riverside County, California.*

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USACE Impacts

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N

0 100 Feet

Figure 5

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CDFW Impacts

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N 0 100 Feet

Figure 6

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On-site Restoration

SQUAW MOUNTAIN ROAD

HELIX Environmental Planning

N

0 100 Feet

Figure 7

LSA Associates (LSA), 2013. *Results of the Archaeological Survey of the Approximately 1-Acre KB Home Squaw Mountain Road Bridge Repair Project Area of Potential Effects, Located South of the City of Corona in Riverside County*. December 31, 2013.

Findings of Fact:

a) The Project area is within the boundaries of two previously identified, mapped cultural resources. The Project area was previously surveyed as part of the 92-acre parcel between Coldwater Wash and I-15, which is now developed as the Painted Hills Residential Development Project. During the previous survey, two sites were mapped within the current Project boundaries, including CA-RIV-101/H and CA-RIV-6152/H, and one site, CA-RIV-2992, was mapped in close proximity to the Project boundaries. Each of these sites is described briefly below.

CA-RIV-101/H. This site was first recorded in 1951 and has been updated several times between 1951 and 1999. This site has been described as the location of: a native village near Glen Ivy Hot Springs, a sweat house, a historic homestead structure, and two historic-era human burials. This site is also identified as containing prehistoric material such as cores, scrapers, bifaces, flakes and ground stone. The historic portion of this site was recorded between Temescal Canyon Road and Coldwater Wash, while the prehistoric material was identified on both the east and west banks of Coldwater Wash. The west portion of the Project is located within the boundary of this site.

CA-RIV-6152/H. This site was recorded in 1998 as an extensive habitation site containing many flaked and ground stone items, animal bone, worked bone, and both fire-affected rock and ground stone features to a depth of 110 centimeters in an area measuring 410 by 260 meters. This site is located at the southeastern edge of the Project site.

CA-RIV-2992. This site was first recorded in 1985 as containing flaked and ground stone artifacts. In 1998, the site was determined to be an extensive village site measuring 230 meters by 105 meters, with flakes and ground stone artifacts, animal bone, and worked bone found at a depth of 70 centimeters. This site is located northeast of and outside of the Project boundaries.

No archaeological remains were encountered during an intensive pedestrian survey conducted for the proposed Project in December 2013. The Project site consisted almost entirely of drainage associated with Coldwater Wash and was highly disturbed from episodic runoff, construction of Squaw Mountain Road and nearby housing development.

Although no cultural resources were identified within the Project site during the intensive pedestrian survey, the Project site overlaps with two previously mapped prehistoric/historic sites and is located in close proximity to another previously mapped prehistoric site. Due to the size and extent of the nearby mapped resources and because the Project includes work along the banks outside of the Coldwater Wash drainage, there is potential to impact historic resources. Mitigation measures **CUL-1** and **CUL-2** would reduce potential impacts to a less-than-significant level.

b) As discussed in response 7(a) above, the Project site overlaps with two previously mapped cultural resource sites and is in close proximity to a third site. Based on the Project's proximity to historic resources, implementation of the Project would result in potentially significant impacts to historic resources. Implementation of mitigation measures **CUL-1** and **CUL-2** would reduce potential impacts to a less-than-significant level.

Mitigation:

CUL-1 Prior to the issuance of grading permits, the Project applicant shall enter into an agreement with a qualified archaeologist on the County's approved list of cultural resources consultants. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be

implemented during the process of grading. A copy of said agreement shall be submitted to the Transportation Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures required prior to grading permits are substantially complied with. The project archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, grading, stockpiling of materials, etc. The project archaeologist shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, facilitate consultation, and potential recovery of cultural resources.

The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Transportation Department to ensure compliance with this condition of approval. Upon verification, the Transportation Department shall clear this condition.

CUL-2 If during ground disturbance activities, cultural resources are discovered, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, and the Riverside County Transportation Department to discuss the significance of the find.

2. At the meeting, the significance of the discoveries shall be discussed, a decision shall be made, with the concurrence of the Riverside County Transportation Department, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.

3. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

Monitoring: Monitoring for mitigation measures **CUL-1** and **CUL-2** shall occur as specified in the attached MMRP.

CULTURAL RESOURCES Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Archaeological Resources				
a) Alter or destroy an archaeological site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
d) Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

Source:

LSA Associates (LSA), 2013. *Results of the Archaeological Survey of the Approximately 1-Acre KB Home Squaw Mountain Road Bridge Repair Project Area of Potential Effects, Located South of the City of Corona in Riverside County*. December 31, 2013.

Findings of Fact:

a-b) As discussed in response 7(a) and 7(b), the Project site overlaps with two previously mapped cultural resource sites, and is located in close proximity to a third site. Although no archaeological resources were identified during an intensive pedestrian survey of the site, the potential for archaeological resources within the Project boundaries is present, resulting in a potentially significant impact. The implementation of mitigation measures **CUL-1** and **CUL-2** would reduce potentially significant impacts to a less than significant level.

c) The project site is not utilized for existing religious or sacred uses. As discussed in response 7(a) above, the Project boundary overlaps with the mapped cultural resource identified as CA-RIV-101/H, which is known to contain two historic-era human burials. The Project site is mostly contained within the active Coldwater Wash drainage and a narrow drainage south of Squaw Mountain Road. While no human burials are expected to be intact within the active channels of these two drainages, human burials are known to occur within the Project area. In the unlikely event that human remains are discovered at the site, the proposed project would be required to comply with existing regulations related to the discovery of human remains. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Impacts associated with this issue would be less than significant.

d) The cultural resource survey conducted for the site area did not identify known or potential religious or sacred uses on-site. As such, no impacts associated with restricting existing religious or sacred uses would occur.

Mitigation: Mitigation measures **CUL-1** and **CUL-2** are listed in response 7 above.

Monitoring: Monitoring for mitigation measures **CUL-1** and **CUL-2** shall occur as specified in the attached MMRP.

CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Paleontological Resources				
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Riverside, County of, 2003. *Riverside County General Plan.* June.

Findings of Fact:

a) The Project site occurs within an area identified as having a low potential for paleontological sensitivity. Also, based on the disturbed nature of the site due to its location within active channels of Coldwater Wash and a side tributary, the potential for intact paleontological resources is low. As such, the Project would not result in significant impacts to paleontological resources. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	☐	☐	☒	☐
b) Be subject to 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?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Riverside County General Plan,* June 2003. Safety Element, Figure S-2, Earthquake Fault Study Zones.

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project site, like most of southern California, is located within a broad, seismically active region characterized by a series of northwest-trending faults associated with the San Andreas Fault System. There are no known active faults underlying or projecting toward the Project site; however, there are faults within close proximity to the site, including the Elsinore Fault Zone (Glen Ivy Fault), located less than one-quarter of a mile to the southwest of the site. While the potential for active faults within or adjacent to the site cannot be completely ruled out (e.g., unknown/unmapped structures could potentially be present), the probability for such occurrences is considered extremely low. Additionally, the Project does not include the construction of new structures that would expose people to potential substantial adverse effects. In fact, since the bridge is currently failing, the Project would improve the stability of the bridge and potentially reduce adverse effects in the event of seismic activity. As such, impacts would be less than significant.

b) As discussed in response 10(a) above, the Project site is located in close proximity to the Elsinore Fault Zone; however, because the Project would not alter the existing uses of the site, and because the Project would potentially reduce adverse effects in the event of seismic activity, impacts would be considered less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Liquefaction Potential Zone a) Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Riverside County General Plan,* June 2003. Figure S-3, Generalized Liquefaction.

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose, granular soils with relative densities of less than approximately 70 percent are most susceptible to these effects, with liquefaction potential greatest in saturated soils at depths of less than approximately 50 feet. Liquefaction most typically results from seismic ground acceleration (ground shaking), with the related loss of support and/or related effects such as lateral spreading (i.e., when loose, saturated sediments flow toward a free face) and seismic (dynamic) settlement, potentially resulting in significant impacts to surface and subsurface facilities including foundations and underground utilities. The Project site is mapped as containing very low, low, and moderate potential for liquefaction. However, as discussed previously, the Project consists of repairs to the failing bridge and does not include the construction of new structures that would expose people to potential substantial adverse effects associated with liquefaction. Accordingly, liquefaction potential impacts from implementation of the proposed Project would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Ground-shaking Zone a) Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Riverside County General Plan*. June 2003. Figure S-18, General Ground Shaking Risk.

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) Pursuant to Figure S-18 of the County General Plan Safety Element, the Project site is located within an area exhibiting “Very High” ground shaking risks. While such ground shaking levels are capable of generating substantial damage to surface and subsurface facilities, they are typical in Southern

California. Because the Project does not include the construction of new uses at the site, and would improve the stability of the bridge and potentially reduce adverse effects in the event of seismic activity, impacts would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Landslide Risk				
a) 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, collapse, or rockfall hazards?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Riverside County General Plan*. June 2003. Figure S-4, Earthquake-Induced Slope Stability Map, and S-5, Regions Underlain by Steep Slopes.

Findings of Fact:

a) Landslides can be triggered by a number of events, such as seismic activity, gravity, fires, and precipitation. Pursuant to the referenced County General Plan maps, the Project site is located in an area with slopes of less than 15 percent and is not identified as an area susceptible to earthquake-induced instability. As such, impacts associated with landslide risk would be considered less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Ground Subsidence				
a) 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 ground subsidence?	☐	☐	☒	☐

Source:

Riverside, County of, 2014. Riverside County Land Information System Website. http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project site is located within an area susceptible to subsidence. The Project does not include the construction of new structures that would expose people to potential substantial adverse effects associated with subsidence and would improve the stability of the bridge and potentially reduce

adverse effects associated with subsidence. As such, impacts associated with subsidence would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Other Geologic Hazards				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☐	☒

Source:

Riverside, County of, 2003. *Riverside County General Plan, Chapter 6: Safety Element.* June 2003.

Findings of Fact:

a) The Project site is located approximately 4.5 miles southwest of Lake Mathews and is highly unlikely to be inundated as a result of a seiche (i.e., a wave-like oscillatory movement in an enclosed or semi-enclosed body of water such as a lake or reservoir). Additionally, the site is not located in areas directly adjacent to steep hills and is not expected to be susceptible to mudflows. The Project site is not in proximity to known active volcanic structures. The Project would not change the current land use of the site or result in the exposure of people to other geologic hazards. As a result, no associated impacts are anticipated from Project implementation.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Slopes				
a) Change topography or ground surface relief features?	☐	☐	☒	☐
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☐	☒
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) While some grading activities and alteration of the Coldwater Wash and side tributary would occur, they would not be significant alterations to topography. Additionally, the Project would not result in

significant changes to ground surface, as Project-related activities would occur within the indicated drainages. Impacts would be less than significant.

b) The Project would not result in the creation of slopes greater than 2:1 or higher or create cut or fill slopes higher than 10 feet. No impact would occur.

c) The Project would not result in grading in areas with subsurface sewage disposal systems. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Soils a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒

Source:

HELIX Environmental Planning, Inc. (HELIX), 2013. *Squaw Mountain Road Bridge Repair Project Wetland Mitigation Plan.* July 24, 2013.

U.S. Department of Agriculture, Soil Conservation Service, 1971. *Soil Survey of Western Riverside Area, California*, November.

Findings of Fact:

a) Soils located on the Project site include Arbuckle gravelly loam (8 to 15 percent slopes), Cortina gravelly loamy sand (2 to 8 percent slopes), and Arbuckle gravelly loam (2 to 8 percent slopes). Arbuckle gravelly loam (8 to 15 percent slopes) has a moderate erosion potential, while Arbuckle gravelly loam (2 to 8 percent slopes) has a slight to moderate soil erosion potential. Cortina gravelly loamy sand (2 to 8 percent slopes) has a high erosion potential. The Project would obtain coverage under the NPDES General Construction Permit (2009-009-DWQ, NPDES No. CAS 000002) for construction activities. A SWPPP would be required to address erosion and sediment control, storm water run-on and run-off controls associated with the proposed on-site grading. The SWPPP would include the identification of specific on-site erosion control, water retention, and water detention measures, known as BMPs, to ensure that erosion and sedimentation from wind and storm water does not occur during the construction phase. Prior to filing the Notice of Termination with the State Water Resources Control Board, stabilization of all exposed disturbed soil areas is required. Stabilization is achieved through implementation of BMPs such as re-vegetation, application of a soil binder combined with a seed mix or other type of cover. With implementation of the BMPs contained in the Project's SWPPP, soil erosion impacts during construction of the Project would be reduced to a less-than-significant level. Long-term erosion impacts are not expected, as the Project design ensures that no erosion effects would occur. Impacts would be less than significant. No mitigation is required.

b) Soils located on the Project site include Arbuckle gravelly loam (8 to 15 percent slopes), and Cortina gravelly loamy sand (2 to 8 percent slopes), and Arbuckle gravelly loam (2 to 8 percent slopes), all of which have a low shrink-swell potential and are not considered expansive. Based on the nature of

the soils and the proposed Project (i.e., a bridge repair project which would not result in the construction of new permanent structures), no impacts related to expansive soils are anticipated from Project implementation.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Erosion				
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	☐	☐	☒	☐
b) Result in any increase in water erosion either on or off site?	☐	☐	☒	☐

Source:

HELIX Environmental Planning, Inc. (HELIX), 2013. *Squaw Mountain Road Bridge Repair Project Wetland Mitigation Plan.* July 24, 2013.

Findings of Fact:

a-b) As described above in response 17(a), the proposed Project would implement a number of BMPs to address potential erosion/sedimentation issues during construction of the Project. In addition, the Project's purpose is to address substantial erosion currently occurring in Coldwater Wash and its side tributary. The Project would stabilize the channels of both of these drainages in the long term and minimize associated erosion; therefore, no additional long-term erosion controls are required. Impacts would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. Wind Erosion and Blowsand from project either on or off site.				
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Riverside County General Plan.* June 2003. Figure S-8 Wind Erosion Susceptibility Map.

Riverside, County of, 1972. *Ordinance No. 484 (as amended through 484.2), An Ordinance of the County of Riverside Amending Ordinance No. 484 for the Control of Blowing Sand.* June 27, 1972.

Findings of Fact:

a) The proposed Project site, like most of Western Riverside County, is located in a moderate wind susceptibility area. Accordingly, the potential for wind erosion exists during Project construction. The Project incorporates design measures to address this potential issue, including conformance with SCAQMD Rule 403, which requires implementation of feasible measures to reduce and control fugitive dust emissions such as watering and soil stabilization. Additionally, as required by Ordinance No. 484, Project design measures include efforts to address potential wind erosion, potentially including the use of temporary wind-breaks, walls, fences, or other applicable measures. As a result, potential impacts related to wind erosion for Project implementation would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS

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

Source:

South Coast Air Quality Management District (SCAQMD), 2008. *Greenhouse Gas (GHG) CEQA Significance Thresholds.* December 5, 2008.

Findings of Fact:

a) Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone, and certain hydro-fluorocarbons. These gases, known as greenhouse gases (GHGs), allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and contributing to what is termed "global warming," the trend of warming of the Earth's climate from anthropogenic activities.

   The effect each GHG has on climate change is measured as a combination of the volume of its emissions and its global warming potential. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere, and is expressed as a function of how much warming would be caused by the same mass of CO_2. For instance, CH_4 has a global warming potential of 21, meaning that 1 gram of CH_4 traps the same amount of heat as 21 grams of CO_2.

   SCAQMD established interim GHG significance thresholds in 2008 that uses an annual threshold of 3,000 metric tons per year of GHG emissions to determine significant impacts. GHG emissions from

construction activities are amortized (divided) over a period of 30 years and added to a project's annual operational emissions.

Project GHG emissions include construction emissions associated with groundwork, trucks delivering construction equipment and materials to the site, the operation of construction equipment at the site, and construction worker vehicle trips. Once the bridge repairs are completed, no additional GHG emissions would occur. Project construction would involve a minimum amount of heavy-duty construction equipment and construction activities would be short-term and temporary. Table 6 summarizes Project construction GHG emissions. As shown in Table 6, amortized construction emissions of CO_2 would be 35 metric tons per year, which is well below the 3,000 metric tons per year threshold. Due to the fact that the Project would involve a minimum amount of construction equipment, and that construction duration would be brief, amortized construction GHG emissions would not exceed 3,000 metric tons per year. In addition, long-term operation of the Project would reflect a continuation of existing conditions and would not generate additional GHG emissions. Impacts would be less than significant.

Table 6
CONSTRUCTION GHG EMISSIONS

Construction Phase	CO_2 (MT/YR)
Grubbing/Land Clearing	2.36
Grading/Excavation	16.84
Drainage/Utilities/Sub-Grade	10.15
Paving	5.66
TOTAL	**35.00**
Screening Threshold	**3,000**
Significant Impact?	***No***

Source: Roadway Construction Emissions Model by HELIX 2014 (output data is provided in Attachment A).

b) As discussed in response 20(a), above, the proposed Project would result in negligible amounts of GHG emissions during the construction period and no new long-term GHG emissions would result from the proposed Project. The proposed Project would not result in emissions that would adversely affect state-wide attainment of GHG emission reduction goals as described in Assembly Bill 32 and Executive Order S-21-09. Project emissions would therefore have a less than cumulatively considerable contribution to global climate change impacts. Impacts would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
21. Hazards and Hazardous Materials				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Riverside, County of, 2003. *Riverside County General Plan.* June.

California Department of Toxic Substances Control, 2014. EnviroStor Hazardous Waste and Substances List. http://www.envirostor.dtsc.ca.gov/public/. Accessed July 2014.

Google Earth, accessed July 17, 2014.

Findings of Fact:

a-b) Small quantities of materials such as fuels, oils, and lubricants may be present during construction activities. These materials are typical of construction sites and would be used in the normal operation of construction equipment. The handling of these materials at the construction site would be conducted in accordance with applicable federal, state and/or County requirements. The Project would not result in the long-term routine use, transport, and storage of hazardous materials at the site, nor would it create a reasonably foreseeable hazard to the public associated with accidental release. Impacts would be less than significant.

c) Squaw Mountain Road is not a major thoroughfare. While no designated emergency evacuation routes are identified in the County General Plan, it is unlikely that Squaw Mountain Road, which is approximately 0.2 mile in length, would be considered a major evacuation thoroughfare. Through access on Squaw Mountain Road would be provided during construction activities. Squaw Mountain Road provides access to the Painted Hills Residential Development Project, but access to this development is also provided off of Temescal Canyon Road via Glen Ivy Road, approximately 0.3 mile south of Squaw Mountain Road. As access to the Painted Hills Residential Development would be maintained, the Project would not impair implementation of an emergency evacuation plan. No impact would occur.

d) There are no schools located within one-quarter mile of the Project site. The closest school is located approximately 1.3 miles to the southeast (Todd Elementary School). As a result, no associated impacts related to hazardous emissions, materials, substances or wastes would result from Project implementation.

e) Based on review of the referenced California Department of Toxic Substances Control Section 65962.5 EnviroStor (or Cortese) List, no associated listings are located within the site or immediately adjacent to the Project site. Accordingly, implementation of the proposed Project would not result in impacts related to associated hazards to the public or the environment; no impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b) Require review by the Airport Land Use Commission?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Google Earth, accessed July 17, 2014.

Findings of Fact:

a-d) The Project site is not located within the vicinity of public use airports or private airstrips (or associated Master Plan areas). The closest airport, Lake Mathews Airport, is located approximately 7 miles to the northeast. Based on this condition and the fact that the proposed Project consists of repair to an existing bridge, Project implementation would not result in impacts related to airport master plan consistency, review requirements by the Airport Land Use Commission, or safety hazards. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
23. Hazardous Fire Area				
a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Source:

Riverside, County of, 2003. *Riverside County General Plan, Chapter 6: Safety Element.* June 2003.

Riverside, County of, 2014. *Riverside County Land Information System Website* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project site is located in an area with high susceptibility for wildfire hazards. The Project consists of repair to an existing bridge, and would not introduce new structures or people to a significant risk of loss, injury, or death. The Project does not include the construction of new habitable structures to the site. Therefore, impacts associated with wildfire hazards would be less than significant.

Mitigation: None required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
24. Water Quality Impacts				
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
b) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
d) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒

HYDROLOGY AND WATER QUALITY Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐
h) Include new or retrofitted storm water Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors and odors)?	☐	☐	☐	☒

Source:

Federal Emergency Management Agency (FEMA), 2008. Flood Insurance Rate Map (FIRM). Map no. 06065C1390G. August 28.

HELIX Environmental Planning, Inc. (HELIX), 2013. *Squaw Mountain Road Bridge Repair Project Wetland Mitigation Plan.* July 24, 2013.

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project construction activities would occur within the active drainage of Coldwater Wash and a side tributary. The placement of riprap and concrete during construction and grading within the active drainage of these two channels would result in alterations to the channel. To ensure minimal effects to downstream waters, standard BMPs would be implemented during construction of the Project. Implementation of BMPs during Project construction would ensure that the Project would not result in substantial erosion or siltation on- or off-site. During construction, BMPs for the Project site would include measures such as gravel bags, fiber rolls, mulching, and silt fencing. A complete discussion of the construction BMPs for this Project would be included in the Project SWPPP. The Project would not require the preparation of a Water Quality Management Plan, as the Project consists of maintenance of an existing bridge to maintain original line and grade, hydraulic capacity, or original purpose of the facility. The Project also includes the placement of riprap, which would further reduce erosion associated with the operation of the Project.

   The Project has been specifically designed to minimize long-term erosion and siltation impacts associated with existing channel degradation. The Project would also comply with the requirements under the Project's Clean Water Act Section 401 Water Quality Certification, once the certification has been issued for the Project. Impacts would be less than significant.

b) According to the Santa Ana Region Basin Plan, the Project site is located in the Santa Ana River Hydrologic Unit (HU 801), the Lake Mathews Hydrologic Area (HA 801.3), and the Coldwater Creek Hydrologic Subarea (HSA 801.31). The Santa Ana River watershed encompasses more than 2,800 square miles in northwestern Riverside County, Orange County, and southwestern San Bernardino County. As discussed in response 24(a) above, the Project would implement BMPs as well as Project requirements under the Project's Clean Water Act Section 401 Water Quality Certification, during construction to ensure water quality impacts would be less than significant. Additionally, the Project design ensures that no long-term effects on water quality would occur; therefore, no additional long-term controls are required. Impacts would be less than significant.

c) The Project does not propose uses which would require the use of groundwater. The Project would increase impervious surfaces at the site by approximately 1,400 square feet. This slight increase in impervious surfaces at the 0.94-acre Project site would not substantially interfere with groundwater recharge. Impacts associated with groundwater would be less than significant.

d) Implementation of the proposed Project would not substantially increase the area of impervious surfaces or require the construction of a stormwater collection/conveyance system. Impervious surfaces at the Project site would increase by approximately 1,400 square feet. This increase of impervious area on the 0.94-acre site would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. As discussed in response 24(a) above, BMPs would be implemented during construction and post-construction activities, and the Project would also comply with the requirements of the Project's Clean Water Act Section 401 Water Quality Certification. Therefore, the Project would not provide substantial additional sources of polluted runoff. Impacts would be less than significant.

e) The proposed Project does not involve the construction or relocation of housing. Accordingly, implementation of the proposed Project would not result in impacts related to the location of housing within a flood zone. No impact would occur.

f) The Project site is not located within a 100-year flood zone. No impact would occur.

g) As noted above in responses 24(a) and 24(b), the Project design includes appropriate measures to ensure conformance with applicable water quality regulations, including the implementation of BMPs during construction activities. The Project would also comply with the requirements under the Project's Clean Water Act Section 401 Water Quality Certification. As a result, associated potential water quality impacts would be less than significant.

h) The Project does not include new or retrofitted storm water Treatment Control BMPs. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
25. Floodplains				
Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.				
NA - Not Applicable ☒ U - Generally Unsuitable ☐ R - Restricted ☐				
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
b) Changes in absorption rates or the rate and amount of surface runoff?	☐	☐	☒	☐

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
25. Floodplains				
Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked. NA - Not Applicable ☒ U - Generally Unsuitable ☐ R - Restricted ☐				
c) 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 (Dam Inundation Area)?	☐	☐	☐	☒
d) Changes in the amount of surface water in any water body?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Riverside, County of, 2003. *Temescal Canyon Area Plan, County of Riverside General Plan*, October 2003.

Findings of Fact:

a) The Project activities would occur within the active drainage of Coldwater Wash and a side tributary. The placement of new materials including concrete and riprap within the active drainage of these two channels would result in alterations to the channel. However, these alterations are necessary for bridge and channel reinforcement and the placement of these materials would not substantially alter the existing drainage pattern of the area in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

b) The Project would result in changes in absorption rates at the site, due to an increase in impervious areas of approximately 1,400 square feet. However, this increase on a 0.94-acre Project site would not substantially alter absorption rates or increase the amount of surface runoff. The Project has been designed in such a manner that no long-term effects related to surface water and runoff would occur; therefore, no additional long-term controls are required. Impacts would be less than significant.

c) The Project site is not located within a dam hazard zone, 100-year, or 500-year flood zone, as identified in the Temescal Canyon Area Plan. The Project also does not include the addition of habitable structures to the site. No impact would occur.

d) Based on the information regarding Project-related water use and runoff described above in responses 24(c) and 24(d), Project implementation is not anticipated to result in impacts related to changes in the amount of surface water in a water body. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

LAND USE PLANNING

LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
26. Land Use				
a) Result in a substantial alteration of the present or planned land use of an area?	☐	☐	☐	☒
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	☐	☐	☐	☒

Source:

Corona, City of, 2004. Corona General Plan Updated. Figure 12 – Sphere of Influence Land Use Plan. April 19, 2004. Available online at: http://www.discovercorona.com/CityOfCorona/media/Media/CommunityDevelopment/GeneralPlan/General%20Plan%20Figures/Fig-12-Sphere-of-Influence-Land-Use-Plan.pdf

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a) The Project consists of repair to an existing bridge. No alteration to present or planned land uses in the Project vicinity is proposed. No impact would occur.

b) The Project site is located within the City of Corona's Sphere of Influence; however, as discussed in response 26(a) above, the Project does not include changes to land use. The Project would not be inconsistent with adjacent land use and would not result in impacts associated with land use. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
27. Planning				
a) Be consistent with the site's existing or proposed zoning?	☐	☐	☐	☒
b) Be compatible with existing surrounding zoning?	☐	☐	☐	☒
c) Be compatible with existing and planned surrounding land uses?	☐	☐	☐	☒
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	☐	☐	☐	☒
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Riverside, County of, 2003. *Temescal Canyon Area Plan, County of Riverside General Plan*, October 2003.

Riverside, County of, 2003. *Riverside County General Plan.* June 2003.

Findings of Fact:

a) The Project site is zoned as Scenic Highway Commercial (C-P-S). The bridge repairs associated with the Project would not alter the existing or proposed zoning of the site and would be consistent with the site's existing uses. No impact would occur.

b) Zoning designations in areas immediately surrounding the Project site include C-P-S to the north, east, and west. C-P-S is also located south of the western portion of the Project site, while the housing tract associated with the Painted Hills Residential Development, which is zoned R-1 (One-Family Dwellings) is located south of the eastern portion of the Project site. The Project consists of repairs to the existing bridge on Squaw Mountain Road and would be compatible with existing surrounding zoning, as it is a continuation of the existing usage of the site. No new uses are proposed for the site. No impact would occur.

c) The areas adjacent to and surrounding the Project site are within the Temescal Canyon Area Plan and Community Development Foundation Component. Land Use Designations adjacent to and surrounding the Project site include Commercial Tourist, Commercial Retail, and Medium Density Residential. Areas surrounding the Project site to the north, south, east, and west are within a General Plan Design Theme Policy Area, but are not within other General Plan or Temescal Canyon Area Plan overlay or policy areas. The Project is a bridge repair and would not change the current use of the site. Therefore, it would not be incompatible with existing and planned surrounding land uses. No impact would occur.

d) The Project site has a General Plan Foundation Component of Community Development, with corresponding land use designations of Commercial Tourist and Commercial Retail. The Project would not alter the existing uses of the site. Further, as described above in items a through c and in Section II: Applicable General Plan and Zoning Regulations, the proposed Project is consistent with all applicable General Plan and Temescal Canyon Area Plan land use designations and policies, and is not within a designated Specific Plan area. No impact would occur.

e) The Project would not change the uses of the site, nor would it add new uses. The bridge repair would not disrupt or divide the physical arrangement of an existing community. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

MINERAL RESOURCES

MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
28. Mineral Resources				
a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	☐	☐	☐	☒
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☐	☒

Source:

Riverside, County of, 2003. *Riverside County General Plan.* June 2003. Figure OS-5.

Findings of Fact:

a) The Project consists of repairs to an existing bridge. Work would occur in the channel bottom below the bridge and in a side tributary to Coldwater Wash that was realigned as part of the Painted Hills Residential Development project. The Project site is designated as Mineral Resource Zone 3 (MRZ-3), defined as areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. The Project site is already developed with a bridge and includes Coldwater Wash and a side tributary. Furthermore, the project site is located in close proximity to residential uses and would not be utilized for mineral extraction activities, if such resources were determined to be present. The Project would not further restrict the availability of such resources. No impact would occur.

b) As described above in response 28(a), although the Project site is designated as MRZ-3, it is not currently utilized or designated for mineral extraction activities, nor is it expected to be utilized in the future for mineral extraction activities. Thus, the Project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur.

c) There are no existing surface mines adjacent to the Project site. Additionally, adjacent lands do not contain State classified or designated areas for mineral extraction. No impact would occur.

d) The Project site does not contain existing, proposed, or abandoned quarries or mines. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

NOISE

NOISE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
29. Airport Noise a) 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? NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒
b) 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? NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Google Earth, accessed July 17, 2014.

Findings of Fact:

a-b) The Project site is not located within the vicinity of public use airports or private airstrips, with the closest such facility located approximately 7 miles to the northeast (Lake Mathews Airport). Based on these conditions, as well as the fact that the site is not considered a sensitive noise receptor, Project implementation is not anticipated to result in impacts related to airport noise exposure. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

NOISE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
30. Railroad Noise NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Google Earth, accessed July 17, 2014.

Findings of Fact:

The proposed Project site is not located adjacent to an active railroad system and does not include the construction of railroads. The Project would also not result in noise-sensitive uses, but would be a continuation of the existing uses (bridge and streambed) at the site. No impacts related to railroad noise would result from Project implementation.

Mitigation: None required.

Monitoring: No monitoring is required.

NOISE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
31. Highway Noise NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Google Earth, accessed July 17, 2014.

Findings of Fact:

The Project site is located approximately 0.2 mile east of I-15 and 0.1 mile east of Temescal Canyon Road. While the Project site is located in close proximity to I-15 and Temescal Canyon Road, the Project would not introduce new noise-sensitive uses. As such, no impacts related to highway noise would result from Project implementation.

Mitigation: None required.

Monitoring: No monitoring is required.

NOISE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
32. Other Noise NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

Based on the discussions provided above in responses 29 through 31, as well as the fact that the proposed Project would not result in new noise-sensitive uses, Project implementation would not result in adverse impacts related to "other noise" sources. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

NOISE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
33. Noise Effects on or by the Project				
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *County of Riverside Municipal Code*. Updated April 8, 2014.

Riverside, County of, 2003. *Riverside County General Plan.* June.

Findings of Fact:

a) The Project would not result in permanent increases in noise as it consists only of short-term construction activities. Traffic operations and associated traffic noise levels on the bridge would continue as under existing conditions. No impact would occur.

b) Construction of the proposed Project would require the use of heavy equipment for grading, paving, and other construction activities. Construction activities also would involve the use of smaller power tools, generators, and other sources of noise, as well as noise from construction-related vehicular traffic. Each construction activity would create elevated short-term construction noise impacts. Construction activities would be temporary and generally limited to daytime hours in accordance with Sections 15.04.020 and 9.52.020 of the County of Riverside Municipal Code, which regulate noise emissions related to construction activities. Construction at a site located within one-quarter of a mile of an occupied residence or residences is prohibited between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and from 6:00 p.m. to 7:00 a.m. during the months of October through May, unless an exception is obtained from the County Director of Building and Safety in the event that nighttime construction is required. Construction noise activities would likely be noticeable to the nearby residences located southeast of the Project; however, construction activity would be subject to the noise standards provided in the Municipal Code. In addition to compliance with the Municipal Code, the Project would comply with applicable General Plan policies related to construction noise. Due to the temporary nature of construction noise and compliance with the Municipal Code and General Plan policies, impacts associated with temporary noise increases would be less than significant.

c) Construction activity would be subject to the noise standards provided in the Municipal Code, including limiting construction to the specified daytime hours. In addition to compliance with the Municipal Code, the Project would comply with applicable General Plan policies related to construction noise. The nearest sensitive receptors to the Project site are single-family residential uses located to the southeast. Temporary construction impacts associated with work in the side tributary to Coldwater Wash would occur as close as 50 feet from the property boundary of one of the residences, although the majority of the work would occur closer to the Coldwater Wash/Squaw Mountain Road Bridge crossing. Construction activities on the Project site are likely to result in elevated noise levels at these sensitive receptors, due to their proximity to the site; however, construction noise would be temporary and would be consistent with the requirements in the Municipal Code and General Plan Noise Element policies. Impacts would be less than significant.

d) The Project does not include activities that would expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING

POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
34. Housing				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
d) Affect a County Redevelopment Project Area?	☐	☐	☐	☒
e) Cumulatively exceed official regional or local population	☐	☐	☐	☒

POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
projections?				
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a-c) The proposed Project consists of repairs to an existing bridge. Accordingly, Project implementation would not displace existing housing or people, or create a demand for additional or replacement housing. No impacts associated with these issues would occur.

d) The proposed Project is located within the El Cerrito/Temescal Canyon County Redevelopment Project Area; however, the Project would not change the current use of the site or add new uses. The Project involves repair to an existing bridge. As such, no adverse effects to a County Redevelopment Project Area would occur, and no associated impact would occur.

e) The Project has no population-inducing components. The proposed Project would not contribute to population growth and would therefore not result in adverse impacts related to exceeding or cumulatively contributing to local population projections. No impact would occur.

f) Based on the information provided above in items a-e of this section, the proposed Project would not result in adverse impacts related to inducing population growth either directly or indirectly. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

PUBLIC SERVICES

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
35. Fire Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

The Project would not result in increases to population nor result in changes in demand for the provision of fire services. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
36. Sheriff Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

The Project would not result in increases in population or changes to the level of service demand for sheriff services. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
37. Schools: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

The Project does not include population-inducing components. No new housing would result from the Project and no impact to schools would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
38. Libraries: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

The Project would not result in changes to the demand for library services. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
39. Health Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

No population-generating components are included as part of the Project, therefore no changes to demand for health services would occur. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

RECREATION

40. Parks and Recreation Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
c) Is the project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

Source:

Riverside, County of, 2014. *Riverside County Land Information System Website.* http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html. Accessed July 2014.

Findings of Fact:

a-b) The Project does not include the construction of recreational facilities. The Project does not include the construction of population-inducing uses or residential structures and would not generate increase usage of existing recreational facilities or the need for new or expanded facilities. No impact would occur.

c) The Project site is not within a County Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

Parks and Recreation	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
41. Recreational Trails: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered recreational trails, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?	☐	☐	☐	☒

Source:

Project Description

Findings of Fact:

The Project does not include new or physically altered recreational trails. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

TRANSPORTATION/TRAFFIC

TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
42. Circulation				
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)?	☐	☐	☒	☐
b) Result in inadequate parking capacity?	☐	☐	☐	☒
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways?	☐	☐	☒	☐
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
e) Alter waterborne, rail or air traffic?	☐	☐	☐	☒
f) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
g) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
h) Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
i) Result in inadequate emergency access or access to nearby uses?	☐	☐	☐	☒
j) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Source:

Riverside, County of, 2003. *Temescal Canyon Area Plan, County of Riverside General Plan*, October 2003.

Riverside, County of, 2003. *Riverside County General Plan.* June 2003.

Findings of Fact:

a) The Project would not result in changes to long-term traffic in the area as it would not alter the use of the site nor include traffic-generating uses. During the construction period, temporary traffic trips would be associated with the import of materials and construction equipment to the site and vehicle trips associated with construction workers. These trips would be temporary and would be operated in conformance with all applicable circulation policies in the General Plan Circulation Element and the Temescal Canyon Area Plan. Based on these conditions, no significant impacts related to traffic

volumes and local roadway/intersection capacities are anticipated from Project implementation. Impacts would be less than significant.

b) The proposed Project would not generate demand for parking nor would it remove existing parking. No impact would occur.

c) Based on the information provided in response 42(a), no significant impacts related to level of service standards would result from Project implementation. Traffic impacts would only occur during the construction period for the Project and would be less than significant.

d) The Project site is not located within the vicinity of public use airports or private airstrips. The closest airport (Lake Mathews Airport) is located approximately 7 miles to the northeast. Accordingly, Project implementation would not be expected to result in adverse impacts related to air traffic patterns or associated safety risks. No impact would occur.

e) The Project site is not located adjacent to surface water bodies, railroad facilities or airports/airstrips. No related adverse impacts to waterborne, rail or air traffic would result from Project implementation. No impact would occur.

f) The Project does not include changes to the roadway configuration of the bridge. Improvements would occur in the streambed below the bridge and the bridge abutments. Accordingly, Project implementation would not result in adverse impacts related to design feature hazards or incompatible uses. Rather, the Project would decrease hazards through repair of a bridge that is currently failing. No impact would occur.

g) As noted above in response 42(a), the Project would not result in increased usage of the road during long-term operation. Following construction, Squaw Mountain Road would be used in a similar matter as current conditions, and no increase in long-term traffic trips associated with the Project would occur. The Project does include the extension of an existing asphalt access road by approximately 40 feet. The Project includes dedication of right-of-way for improved areas, including the access road; however, the minimal use of the access road would not result in significant impacts associated with new or altered maintenance of roads. The short-term construction traffic trips would also not result in the need for new or altered maintenance of roads. Impacts would be less than significant.

h) Based on the information provided above responses 42(a) through 42(c), 42(f) and 42(g), no significant impacts related to circulation are anticipated from Project implementation. Through access would be maintained during the construction period and no lane closures are anticipated. Impacts would be less than significant.

i) Squaw Mountain Road provides access to the Painted Hills Residential Development Project. Access to the development is also provided off of Temescal Canyon Road via Glen Ivy Road, which is approximately 0.3 mile south of Squaw Mountain Road. Through access would be maintained during the construction period and no lane closures are anticipated. As access to the Painted Hills Residential Development would be maintained, the Project would not result in significant impacts regarding emergency access to nearby uses. No impact would occur.

j) Project construction would be temporary and the Project would not result in long-term impacts at the site. No impacts associated with adopted policies supporting alternative transportation would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
43. Bike Trails a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered bike trails, the construction of which could cause significant environmental impacts?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

a) The Project does not include the provision of new or physically altered bike trails. Squaw Mountain Road does not contain bike trails, as identified in the Temescal Canyon Area Plan Figure 8, *Trails and Bikeway System.* As such, no impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

UTILITY AND SERVICE SYSTEMS

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
44. Water a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

a) The Project does not include components that would result in an increase in water demand; therefore, no associated impacts related to new or expanded water treatment facilities would occur.

b) Pursuant to the information provided above in response 44(a), no additional water-related entitlements from outside sources are required. The Project does not require water service and would not impact water supply. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
45. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☐	☒
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

a-b) The Project does not include uses that would generate wastewater, and as such, would not result in impacts which would require the construction of new wastewater treatment facilities or the expansion of existing facilities. No impact associated with wastewater treatment facilities or septic systems would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
46. Solid Waste				
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP [County Integrated Waste Management Plan])?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

a) The proposed project does not include uses that would generate solid waste that would affect landfill capacities. Some minor solid waste generation may occur during Project construction, but it would be short term and minimal. The proposed Project would not generate significant amounts of solid waste or affect landfill capacities. Impacts would be less than significant.

b) Based on the information provided in response 46(a), as well as the fact that the Project would be subject to all applicable statutes and regulations related to solid waste, no associated adverse impacts are anticipated from Project implementation.

Mitigation: None required.

Monitoring: No monitoring is required.

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
47. Utilities Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?				
a) Electricity?	☐	☐	☐	☒
b) Natural gas?	☐	☐	☐	☒
c) Communications systems?	☐	☐	☐	☒
d) Storm water drainage?	☐	☐	☐	☒
e) Street lighting?	☐	☐	☐	☒
f) Maintenance of public facilities, including roads?	☐	☐	☐	☒
g) Other governmental services?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

a) The Project would not require the provision of electrical services, the construction of new electrical facilities, or the expansion of existing electrical facilities. No impact would occur.

b) The Project site is not served (or proposed to be served) by natural gas, and as such, would not require the construction of new facilities, or the expansion of existing facilities for natural gas. No impact would occur.

c) The Project site is not currently serviced by communications services, and no new communication services would be provided to the site. As such, no impact would occur.

d) The Project does not include alteration of the stormwater drainage system on Squaw Mountain Road. As such, no impact would occur.

e) Street lighting is located along Squaw Mountain Road. The Project does not propose changes to existing street lighting or the addition of new lighting. As such, no impact associated with street lighting would occur.

f) The Project would not result in changes to the traffic levels on Squaw Mountain Road or other area road. As such, it would not result in increase wear and tear on area roadways. Project implementation would not result in impacts related to maintenance of public facilities, including roads, and no impact would occur.

g) Following construction of the bridge repairs, the Project would not require the provision of governmental services. No impact to such services would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

UTILITY AND SERVICE SYSTEMS Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
48. Energy Conservation a) Would the project conflict with any adopted energy conservation plans?	☐	☐	☐	☒

Source:

Project Description.

Findings of Fact:

a) Following completion of the repairs, the Project would not require long-term energy usage. Thus, the Project would not conflict with adopted energy conservation plans. No impact would occur.

Mitigation: None required.

Monitoring: No monitoring is required.

OTHER	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
49. Other	☐	☐	☐	☒

Source:

Staff review

Findings of Fact:

a) There are no other impacts identified.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
50. 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, reduce the number or restrict the range of a rare, or endangered plant or animal to eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Source:

Analysis contained in this document.

Findings of Fact:

Potential to Degrade Quality of Environment

Project impacts would be temporary during the construction period. No long-term impacts would be associated with the Project, and activities at the Project site would be a continuation of the existing condition.

Potential to Impact Biological Resources

Project impacts associated with nesting birds and impacts to Riparian/Riverine resources would occur with Project implementation. These impacts would be mitigated to a less-than-significant level through implementation of mitigation measures **BIO-1** and **BIO-2** and compliance with permit requirements of the regulatory agencies. These impacts would not substantially degrade the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal. With implementation of mitigation, impacts would be less than significant.

Potential to Eliminate Important Periods of California History or Prehistory

Although no cultural resources were identified within the Project site during the intensive pedestrian survey, the Project site overlaps with two previously mapped prehistoric/historic sites and is located in close proximity to another previously mapped prehistoric site. Due to the size and extent of the nearby mapped resources and the Project including work along the banks outside of the Coldwater Wash drainage, the potential to impact prehistoric and historic resources is present. Implementation of mitigation measures **CUL-1** and **CUL-2** would reduce potential impacts to a less-than-significant level. Thus, the Project would not result in impacts associated with elimination of important examples of major periods of California history or prehistory.

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
51. Does the project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts would endure well into the future.)	☐	☐	☐	☒

Source:

Analysis contained in this document.

Findings of Fact:

The Project would result in temporary impacts and would not result in long-term impacts. While implementation of project design features and the mitigation measures identified in this Initial Study, impacts would be considered less than significant. Thus, the Project does not have the potential to result in adverse impacts associated with long-term environmental goals.

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
52. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 as defined in California Code of Regulations, Section 15130)	☐	☐	☒	☐

Source:

Analysis contained in this document.

Findings of Fact:

Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period of time. Project impacts would only occur during the construction period, which would be short-term and less than significant. No long-term impacts would occur as a result of the Project, and thus, the Project would not contribute to a long-term cumulative impact. For most of the topics analyzed in this Initial Study (for example, aesthetics or noise), the potential for cumulative impacts is more localized and directly driven by anticipated development. Because of the existing nature of the Project area, it is unlikely that localized cumulative impacts would occur. The proposed Project's visibility would be limited to motorists on I-15, and it would therefore, not contribute to a significant cumulative aesthetic impact. The proposed Project, along with other projects occurring in the area, would adhere to the construction hour requirements of the County of Riverside Municipal Code. Some cumulative impacts, such as air quality and greenhouse gases, are not localized

to the immediate Project area and can contribute to cumulative impacts over a larger area. However, Project emissions would only occur during the construction period and would not be cumulatively considerable. The Project would not result in the generation of substantial long-term traffic and thus, would not contribute to a cumulatively considerable increase in traffic in the Project area. The Project would not include the construction of uses that would induce population growth and thereby, directly or indirectly, contribute to cumulative impacts to public services, utilities, or recreation. For these reasons, impacts associated with cumulative effects would be less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
53. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Source:

Analysis contained in this document.

Findings of Fact:

The proposed Project would not have environmental effects which would cause substantial adverse impacts on human beings, either directly or indirectly. Project impacts would be temporary during the construction period, and no long term impacts would occur. Project implementation is not anticipated to result in adverse direct or indirect effects to human beings because the proposed Project includes a number of design features to avoid or minimize potential impacts related to issues including air quality, erosion/sedimentation, hazards, hydrology/water quality and noise. Impacts would be less than significant.

VI. EARLIER ANALYSES

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 as per California Code of Regulations, Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

Earlier Analyses Used:

Riverside County Integrated Project, General Plan Final Program Environmental Impact Report (State Clearinghouse [SCH] No. 20020511430), June 2003.

Location Where Earlier Analyses are Available for Review:

The listed document is available for review at: Riverside County Transportation Department; 3525 14th Street, Riverside, CA 92501.

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U.S. Department of Agriculture, Soil Conservation Service, 1971. *Soil Survey of Western Riverside Area, California*, November.

ACRONYMS AND CHEMICAL SYMBOLS

Acronyms

APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practices
CA	California
CASSA	Criteria Area Species Survey Area
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CSA	County Service Area
DBESP	Determination of Biologically Equivalent or Superior Preservation
EA	Environmental Assessment
EIR	Environmental Impact Report
GHG	Greenhouse gas
HAS 801.31	Coldwater Creek Hydrologic Subarea
HU 801	Santa Ana River Hydrologic Unit
I-15	Interstate 15
LBV	Least Bell's vireo
LSA	LSA Associates
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
ND	Negative Declaration
NEPPSA	Narrow Endemic Plant Species Survey Area
PRC	Public Resources Code
RCPG	Regional Comprehensive Plan and Guide
RCRCD	Riverside-Corona Resource Conservation District
RWQCB	Regional Water Quality Control Board
SCAQ	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SR-91	State Route 91
SWPPP	Storm Water Pollution Prevention Plan
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WIFL	Southwestern willow flycatcher
WQMP	Water Quality Management Plan
WST	Waters of the State
WUS	Waters of the United States
YBCU	Western yellow-billed cuckoo

Chemical Symbols

CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
N_2O	Nitrous Oxide
NOx	Oxides of Nitrogen
$PM_{2.5}$	Particulate Matter, 2.5 Microns or Less in Diameter
PM_{10}	Particulate Matter, 2.5 to 10 Microns in Diameter
SOx	Oxides of Sulfur
VOC	Volatile Organic Compounds

Attachment A

ROADWAY CONSTRUCTION EMISSIONS MODEL (OUTPUT DATA)

Road Construction Emissions Model, Version 7.1.5.1

Emission Estimates for -> Squaw Mountain Road Bridge Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	2.3	10.2	25.0	5.9	1.2	4.7	2.1	1.1	1.0	2,141.8
Grading/Excavation	2.9	15.7	30.4	6.1	1.4	4.7	2.2	1.2	1.0	3,827.4
Drainage/Utilities/Sub-Grade	2.6	12.9	25.3	6.0	1.3	4.7	2.1	1.1	1.0	2,635.4
Paving	3.6	17.8	38.0	1.9	1.9	-	1.8	1.8	-	3,427.6
Maximum (pounds/day)	3.6	17.8	38.0	6.1	1.9	4.7	2.2	1.8	1.0	3,827.4
Total (tons/construction project)	0.0	0.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	35.0

Notes:		
	Project Start Year ->	2014
	Project Length (months) ->	1
	Total Project Area (acres) ->	1
	Maximum Area Disturbed/Day (acres) ->	0
	Total Soil Imported/Exported (yd^3/day)->	141

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Squaw Mountain Road Bridge Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.1	4.6	11.4	2.7	0.5	2.1	0.9	0.5	0.4	973.6
Grading/Excavation	1.3	7.1	13.8	2.8	0.6	2.1	1.0	0.6	0.4	1,739.7
Drainage/Utilities/Sub-Grade	1.2	5.9	11.5	2.7	0.6	2.1	1.0	0.5	0.4	1,197.9
Paving	1.6	8.1	17.3	0.9	0.9	-	0.8	0.8	-	1,558.0
Maximum (kilograms/day)	1.6	8.1	17.3	2.8	0.9	2.1	1.0	0.8	0.4	1,739.7
Total (megagrams/construction project)	0.0	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	31.7

Notes:		
	Project Start Year ->	2014
	Project Length (months) ->	1
	Total Project Area (hectares) ->	0
	Maximum Area Disturbed/Day (hectares) ->	0
	Total Soil Imported/Exported ($meters^3$/day)->	108

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model

Version 7.1.5.1

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type		
Project Name	Squaw Mountain Road Bridge	
Construction Start Year	2014	Enter a Year between 2009 and 2025 (inclusive)
Project Type	3	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	1.00	month
Predominant Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	0.04	miles
Total Project Area	0.94	acres
Maximum Area Disturbed/Day	0.24	acres
Water Trucks Used?	2	1. Yes 2. No
Soil Imported	140.83	yd^3/day
Soil Exported	0.00	yd^3/day
Average Truck Capacity	20	yd^3 (assume 20 if unknown)

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells C34 through C37.

Construction Periods	User Override of Construction Months	Program Calculated Months
Grubbing/Land Clearing		0.10
Grading/Excavation		0.40
Drainage/Utilities/Sub-Grade		0.35
Paving		0.15
Totals	0.00	1.00

2005	%	2006	%	2007	%
0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00

NOTE: soil hauling emissions are included in the Grading/Excavation Construction Period Phase, therefore the Construction Period for Grading/Excavation cannot be zero if hauling is part of the project.

Hauling emission default values can be overridden in cells C45 through C46.

Soil Hauling Emissions

User Input	User Override of Soil Hauling Defaults	Default Values
Miles/round trip		30
Round trips/day		7
Vehicle miles traveled/day (calculated)		211.25

Hauling Emissions	ROG	NOx	CO	PM10	PM2.5	CO2
Emission rate (grams/mile)	0.28	10.43	1.26	0.25	0.18	1713.35
Emission rate (grams/trip)	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day	0.13	4.85	0.59	0.12	0.08	797.24
Tons per contruction period	0.00	0.02	0.00	0.00	0.00	3.51

Worker commute default values can be overridden in cells C60 through C65.

Worker Commute Emissions

	User Override of Worker Commute Default Values	Default Values
Miles/ one-way trip		20
One-way trips/day		2
No. of employees: Grubbing/Land Clearing		5
No. of employees: Grading/Excavation		28
No. of employees: Drainage/Utilities/Sub-Grade		18
No. of employees: Paving		8

	ROG	NOx	CO	PM10	PM2.5	CO2
Emission rate - Grubbing/Land Clearing (grams/mile)	0.182	0.249	2.208	0.047	0.020	443.370
Emission rate - Grading/Excavation (grams/mile)	0.182	0.249	2.208	0.047	0.020	443.370
Emission rate - Draining/Utilities/Sub-Grade (gr/mile)	0.182	0.249	2.208	0.047	0.020	443.370
Emission rate - Paving (grams/mile)	0.182	0.249	2.208	0.047	0.020	443.370
Emission rate - Grubbing/Land Clearing (grams/trip)	0.616	0.407	5.187	0.004	0.003	95.481
Emission rate - Grading/Excavation (grams/trip)	0.616	0.407	5.187	0.004	0.003	95.481
Emission rate - Draining/Utilities/Sub-Grade (gr/trip)	0.616	0.407	5.187	0.004	0.003	95.481
Emission rate - Paving (grams/trip)	0.616	0.407	5.187	0.004	0.003	95.481
Pounds per day - Grubbing/Land Clearing	0.094	0.119	1.087	0.021	0.009	197.420
Tons per const. Period - Grub/Land Clear	0.000	0.000	0.001	0.000	0.000	0.217
Pounds per day - Grading/Excavation	0.516	0.652	5.978	0.115	0.049	1085.812
Tons per const. Period - Grading/Excavation	0.002	0.003	0.026	0.001	0.000	4.778
Pounds per day - Drainage/Utilities/Sub-Grade	0.328	0.415	3.804	0.073	0.031	690.971
Tons per const. Period - Drain/Util/Sub-Grade	0.001	0.002	0.015	0.000	0.000	2.660
Pounds per day - Paving	0.141	0.178	1.630	0.031	0.013	296.130
Tons per const. Period - Paving	0.000	0.000	0.003	0.000	0.000	0.489
tons per construction period	0.004	0.005	0.045	0.001	0.000	8.144

Water truck default values can be overriden in cells C91 through C93 and E91 through E93.

Water Truck Emissions	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Miles Traveled/Day	Default Values Miles Traveled/Day
Grubbing/Land Clearing - Exhaust		0		0
Grading/Excavation - Exhaust		0		0
Drainage/Utilities/Subgrade		0		0

	ROG	NOx	CO	PM10	PM2.5	CO2
Emission rate - Grubbing/Land Clearing (grams/mile)	0.28	10.43	1.26	0.25	0.18	1713.35
Emission rate - Grading/Excavation (grams/mile)	0.28	10.43	1.26	0.25	0.18	1713.35
Emission rate - Draining/Utilities/Sub-Grade (gr/mile)	0.28	10.43	1.26	0.25	0.18	1713.35
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grub/Land Clear	0.00	0.00	0.00	0.00	0.00	0.00
Pound per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00
Pound per day - Drainage/Utilities/Subgrade	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Subgrade	0.00	0.00	0.00	0.00	0.00	0.00

Fugitive dust default values can be overridden in cells C110 through C112.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		0.235	4.7	0.0	1.0	0.0
Fugitive Dust - Grading/Excavation		0.235	4.7	0.0	1.0	0.0
Fugitive Dust - Drainage/Utilities/Subgrade		0.235	4.7	0.0	1.0	0.0

Off-Road Equipment Emissions

Grubbing/Land Clearing Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
0.00	2	Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
		Graders	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00	0.00	0.00
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Rubber Tired Dozers	1.32	4.42	14.34	0.67	0.62	945.00
1.00		Rubber Tired Loaders	0.54	3.12	7.00	0.24	0.22	662.78
		Scrapers	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Tractors/Loaders/Backhoes	0.39	1.58	3.55	0.28	0.26	336.61
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Grubbing/Land Clearing	pounds per day	2.2	9.1	24.9	1.2	1.1	1944.4
	Grubbing/Land Clearing	tons per phase	0.0	0.0	0.0	0.0	0.0	2.1

Grading/Excavation	Default Number of Vehicles		ROG	CO	NOx	PM10	PM2.5	CO2
Override of Default Number of Vehicles	*Program-estimate*	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Cranes	0.00	0.00	0.00	0.00	0.00	0.00
0.00	2	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
0.00	4	Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
0.00	2	Graders	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
0.00	3	Rollers	0.00	0.00	0.00	0.00	0.00	0.00
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Rubber Tired Dozers	1.32	4.42	14.34	0.67	0.62	945.00
1.00	3	Rubber Tired Loaders	0.54	3.12	7.00	0.24	0.22	662.78
0.00	4	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2	Tractors/Loaders/Backhoes	0.39	1.58	3.55	0.28	0.26	336.61
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Grading/Excavation	pounds per day	2.2	9.1	24.9	1.2	1.1	1944.4
	Grading	tons per phase	0.0	0.0	0.1	0.0	0.0	8.6

Drainage/Utilities/Subgrade Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
0.00	2	Graders	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Pumps	0.00	0.00	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Rubber Tired Dozers	1.32	4.42	14.34	0.67	0.62	945.00
1.00		Rubber Tired Loaders	0.54	3.12	7.00	0.24	0.22	662.78
0.00	4	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2	Tractors/Loaders/Backhoes	0.39	1.58	3.55	0.28	0.26	336.61
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Drainage	pounds per day	2.2	9.1	24.9	1.2	1.1	1944.4
	Drainage	tons per phase	0.0	0.0	0.1	0.0	0.0	7.5

Paving	Default Number of Vehicles		ROG	CO	NOx	PM10	PM2.5	CO2
Override of Default Number of Vehicles	*Program-estimate*	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
		Graders	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	1	Pavers	0.48	2.84	5.28	0.26	0.24	481.40
	1	Paving Equipment	0.36	2.69	4.26	0.20	0.19	426.10
		Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
	1	Rollers	0.39	1.51	3.40	0.25	0.23	279.56
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Rubber Tired Dozers	1.32	4.42	14.34	0.67	0.62	945.00
1.00		Rubber Tired Loaders	0.54	3.12	7.00	0.24	0.22	662.78
		Scrapers	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2	Tractors/Loaders/Backhoes	0.39	1.58	3.55	0.28	0.26	336.61
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Paving	pounds per day	3.5	16.2	37.8	1.9	1.8	3131.5
	Paving	tons per phase	0.0	0.0	0.1	0.0	0.0	5.2
Total Emissions all Phases (tons per construction period) =>			0.0	0.1	0.3	0.0	0.0	23.3

Equipment default values for horsepower and hours/day can be overridden in cells C289 through C322 and E289 through E322.

Equipment		Default Values Horsepower		Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		106		8
Bore/Drill Rigs		206		8
Cement and Mortar Mixers		10		8
Concrete/Industrial Saws		64		8
Cranes		226		8
Crawler Tractors		208		8
Crushing/Proc. Equipment		142		8
Excavators		163		8
Forklifts		89		8
Generator Sets		66		8
Graders		175		8
Off-Highway Tractors		123		8
Off-Highway Trucks		400		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		167		8
Pavers		126		8
Paving Equipment		131		8
Plate Compactors		8		8
Pressure Washers		26		8
Pumps		53		8
Rollers		81		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		255		8
Rubber Tired Loaders		200		8
Scrapers		362		8
Signal Boards		20		8
Skid Steer Loaders		65		8
Surfacing Equipment		254		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		98		8
Trenchers		81		8
Welders		45		8

0

END OF DATA ENTRY SHEET

Attachment B

MITIGATION MONITORING AND REPORTING PROGRAM

ATTACHMENT B **MITIGATION MONITORING AND REPORTING PROGRAM** **FOR THE SQUAW MOUNTAIN ROAD BRIDGE REPAIR IS/MND (EA 42730)**					
Impacts	**Level of Significance After Mitigation**	**Mitigation Measures**	**Responsible Party for Conducting Measure**	**Monitoring and Reporting – Responsible Party**	**Implementation Stage**
Biological Resources					
Potential direct impacts to bird species covered under the Migratory Bird Treaty Act (MBTA) could occur if brushing and grading occurs during the breeding season of most bird species (general breeding season is February 15 to August 31).	Less than Significant with mitigation incorporated.	**BIO-1** (Page 21 Final MND): The clearing of vegetation shall occur outside of the bird breeding season (February 15 to August 31), unless a qualified biologist demonstrates to the satisfaction of the County that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey shall be conducted no more than three days prior to vegetation clearing or ground disturbance activities, if such activities occur between February 15 and August 31. If an active nest is located during the Nesting Bird Clearance Survey, construction within 500 feet of the nest must be avoided until the nest has been vacated and the young are independent of their parents. A Nesting Bird Clearance Survey report shall be submitted to the County for review and approval prior to initiating clearing and grubbing during the breeding season. Clearing of upland vegetation outside of the bird breeding season will not require a nesting bird clearance survey.	KB Homes Coastal, Inc.	Riverside County Transportation Department	Prior to vegetation clearing
The Project would result in significant impacts to riparian habitat and/or other sensitive communities, including mule fat scrub, Riversidean alluvial fan sage	Less than Significant with mitigation incorporated.	**BIO-2** (Page 22 Final MND): Proposed mitigation for temporary impacts to 0.45 acre of Riparian/Riverine habitats would be accomplished through on-site restoration of 0.45 acre, while mitigation for permanent impacts to 0.27 acre would be accomplished by participation in the Riverside-Corona Resource Conservation District (RCRCD) In Lieu Fee program. Mitigation for permanent impacts shall occur at a 3:1 ratio for mule	KB Homes Coastal, Inc.	Riverside County Transportation Department	Following construction activities

ATTACHMENT B (cont.) **MITIGATION MONITORING AND REPORTING PROGRAM** **FOR THE SQUAW MOUNTAIN ROAD BRIDGE REPAIR IS/MND (EA 42730)**					
Impacts	**Level of Significance After Mitigation**	**Mitigation Measures**	**Responsible Party for Conducting Measure**	**Monitoring and Reporting – Responsible Party**	**Implementation Stage**
Biological Resources (cont.)					
scrub, southern willow scrub, streambed and tamarisk scrub.		fat scrub and southern willow scrub, and at a 1:1 ratio for streambed and tamarisk scrub. Prior to the initiation of construction activities, the Project applicant shall purchase In Lieu Fee credits for permanent impacts to 0.27 acre at the prescribed ratio. The Project applicant shall submit a fully executed copy of the purchased In-Lieu Fee credits to Riverside County Transportation Department to ensure compliance. Mitigation for temporary impacts shall occur at the completion of construction activities for the Project. Final mitigation for impacts shall be determined through the permitting processes of the involved regulatory agencies.			
The Project would result in impacts to 0.72 acre of habitats under the jurisdiction of the United States Army Corps of Engineers (USACE) and the California Department of Fish and Wildlife (CDFW). The USACE jurisdictional impacts would total 0.33 acre consisting entirely	Less than Significant with mitigation incorporated.	The Project applicant has submitted permit applications to the USACE under Section 404 of the federal Clean Water Act, to the CDFW under Section 1600 of the California Fish and Game Code, and to the RWQCB under Section 401 of the federal Clean Water Act for impacts to jurisdictional areas. Impacts would be reduced to a less-than-significant level through implementation of mitigation measure **BIO-2** and compliance with permit requirements of the regulatory agencies.	KB Homes Coastal, Inc.	Riverside County Transportation Department	Prior to issuance of grading permits

ATTACHMENT B (cont.) MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SQUAW MOUNTAIN ROAD BRIDGE REPAIR IS/MND (EA 42730)					
Impacts	**Level of Significance After Mitigation**	**Mitigation Measures**	**Responsible Party for Conducting Measure**	**Monitoring and Reporting – Responsible Party**	**Implementation Stage**
Biological Resources (cont.)					
of non-wetland Waters of the U.S. (0.13 acre of permanent impacts and 0.20 acre of temporary impacts). The CDFW jurisdictional impacts total 0.72 acre and consist of permanent impacts to 0.27 acre of Waters of the State and temporary impacts to 0.45 acre of Waters of the State. The CDFW jurisdictional areas affected consist of 0.20 acre of mule fat scrub, 0.02 acre of Riversidean alluvial fan sage scrub, 0.16 acre of southern willow scrub, 0.33 acre of streambed, and 0.01 acre of tamarisk scrub.					

ATTACHMENT B (cont.) **MITIGATION MONITORING AND REPORTING PROGRAM** **FOR THE SQUAW MOUNTAIN ROAD BRIDGE REPAIR IS/MND (EA 42730)**					
Impacts	**Level of Significance After Mitigation**	**Mitigation Measures**	**Responsible Party for Conducting Measure**	**Monitoring and Reporting – Responsible Party**	**Implementation Stage**
Cultural Resources					
The Project site overlaps with two previously mapped prehistoric/historic sites and is located in close proximity to another previously mapped prehistoric site. Due to the size and extent of the nearby mapped resources and because the Project includes work along	Less than Significant with mitigation incorporated.	**CUL-1** (Page 23 Final MND): Prior to the issuance of grading permits, the Project applicant shall enter into an agreement with a qualified archaeologist on the County's approved list of cultural resources consultants. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading. A copy of said agreement shall be submitted to the Transportation Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures required prior to grading permits are substantially complied with. The project archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, grading, stockpiling of materials, etc. The project archaeologist shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, facilitate consultation, and potential recovery of cultural resources. The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Transportation Department to ensure compliance with this condition of approval. Upon verification, the Transportation Department shall clear this condition.	KB Homes Coastal, Inc.	Riverside County Transportation Department	Prior to issuance of grading permit

ATTACHMENT B (cont.) **MITIGATION MONITORING AND REPORTING PROGRAM** **FOR THE SQUAW MOUNTAIN ROAD BRIDGE REPAIR IS/MND (EA 42730)**					
Impacts	**Level of Significance After Mitigation**	**Mitigation Measures**	**Responsible Party for Conducting Measure**	**Monitoring and Reporting – Responsible Party**	**Implementation Stage**
The Project site overlaps with two previously mapped prehistoric/historic sites and is located in close proximity to another previously mapped prehistoric site. Due to the size and extent of the nearby mapped resources and because the Project includes work along the banks outside of the Coldwater Wash drainage, there is potential to impact historic resources.	Less than Significant with mitigation incorporated.	**CUL-2** (Page 24 Final MND): If during ground disturbance activities, cultural resources are discovered, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. 1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, and the Riverside County Transportation Department to discuss the significance of the find. 2. At the meeting, the significance of the discoveries shall be discussed, a decision shall be made, with the concurrence of the Riverside County Transportation Department, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource. 3. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.	KB Homes Coastal, Inc.	Riverside County Transportation Department	Ongoing through Project construction

Attachment C

RESPONSES TO COMMENTS

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

November 6, 2014

Frances Segovia
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92501

Subject: Squaw Mountain Road Bridge Repair Project
SCH#: 2014101018

Dear Frances Segovia:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 5, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A1

A1 This comment identifies the close of the review period and forwards the comments received by the State Clearinghouse during the public review period. The requirement of California Public Resources Code Section 21104(c) is noted. This comment also acknowledges compliance with the State Clearinghouse review requirements pursuant to the California Environmental Quality Act. This comment does not address the adequacy of the Initial Study/Mitigated Negative Declaration (IS/MND) and no response is necessary.

Document Details Report
State Clearinghouse Data Base

SCH# 2014101018
Project Title Squaw Mountain Road Bridge Repair Project
Lead Agency Riverside County Transportation Commission

Type **MND** Mitigated Negative Declaration

Description The Project site consists of the Squaw Mountain Road bridge where it crosses Coldwater Wash and an adjacent small tributary. The existing Squaw Mountain Road has experienced scouring which has damaged the bridge and caused significant degradation of the channel wash. The bridge is in need of repairs, which would consist of lining the channel bottom below the bridge with concrete, connecting the concrete-lined channel to the existing bridge abutments, placing 1/4-tons of riprap on the upstream and downstream sides of the concrete-lined portion of the channel (some of which would be buried by fill), and installing riprap slope protection on the northwest slope. An existing asphalt access road would be extended approximately 40 feet. The project would increase impervious surfaces by approximately 1,400 sf.

Lead Agency Contact

Name Frances Segovia
Agency Riverside County Transportation Dept.
Phone 951 955 1646 **Fax**
email
Address 3525 14th Street
City Riverside **State** CA **Zip** 92501

Project Location

County Riverside
City Corona
Region
Lat / Long 33° 46' 6" N / 117° 29' 10" W
Cross Streets Squaw Mountain Road and Temescal Canyon Road
Parcel No. 290-050-030; 290-190-028 and 047
Township 5S **Range** 6W **Section** 3 **Base**

Proximity to:

Highways I-15
Airports
Railways
Waterways Temescal Wash, Coldwater Wash
Schools Todd ES
Land Use PLU: Existing Bridge
Z: Scenic Highway Commerical
GP: Commercial Tourist & Commercial Retail

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Conservation; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 7; Native American Heritage Commission; State Lands Commission

Document Details Report
State Clearinghouse Data Base

Date Received 10/07/2014 ***Start of Review*** 10/07/2014 ***End of Review*** 11/05/2014

State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director

November 5, 2014

Mr. Frances Segovia
Senior Transportation Planner
Riverside County Transportation Department
3525 14th Street
Riverside, California, 92501

Subject: Initial Study and Mitigated Negative Declaration for the Squaw Mountain Road Bridge Repair Project
State Clearinghouse No. 2014101018

Dear Mr. Segovia:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) with Proposed Mitigated Negative Declaration (MND) for the Squaw Mountain Road Bridge Repair Project (project) [State Clearinghouse No. 2014101018]. The Department is responding to the IS and proposed MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The proposed project is located at the Squaw Mountain Road Bridge, within Coldwater Wash, west of Interstate 15, east of Temescal Canyon Road, and north of Greenhorn Court, within Assessor Parcel Numbers (APNs): 290-050-030, 290-190-028, 290-190-047, in the City of Corona, Riverside County, California. The proposed project is limited to the repair of the Squaw Mountain Road Bridge. Repairs would consist of lining the channel bottom below the bridge with concrete, connecting the concrete-lined channel to the existing bridge abutments, placing riprap on the upstream and downstream of the concreate lined portion of the channel, and installing riprap slope protection on the northwest slope. An existing asphalt access road would be extended approximately 40 feet. The project would add 1,400 square feet of impervious surfaces to the wash. In addition, a small tributary to Coldwater Wash will be regraded to stabilize its banks. A basin and flow pipe would then be installed to treat flows before entering the wash.

Conserving California's Wildlife Since 1870

Biological Resources and Impacts

Following review of the Biological Resources section of the IS, the Department identified a number of questions, comments and concerns, and requests that each of these be addressed prior to adoption of the proposed MND. The Department's questions, comments, and concerns include:

B1

1. State of California Public Resources Code §21002 promulgates that public agencies shall not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The MND/IS did not provide sufficient discussion of project design alternatives. The Department recommends revising and recirculating the MND/IS. We recommend the revised CEQA document includes additional project build alternatives which could reduce project related effects to riparian and riverine habitats.

B2

2. The proposed project will impact 0.72 acres of riparian and riverine habitat. The project IS reports permanent impacts to 0.27 acres and temporary impacts to 0.45 acres including: 0.20 acres of mule fat scrub, 0.02 acres of Riversidean alluvial fan sage scrub, 0.16 acres of southern willow scrub, 0.33 acres of streambed, and 0.01 acres of tamarisk scrub. The IS proposes the purchase of 0.41 acres of In-Lieu Fee Credits through the Riverside-Corona Resource Conservation District's (RCRCD) In Lieu Fee Program to compensate for permanent impacts. The IS proposes mitigation for permanent impacts at the following ratio: 3:1 for impacts to mule fat scrub and southern willow scrub and 1:1 for impacts to streambed and tamarisk scrub habitat. The Department appreciates that the Lead Agency has proposed specific mitigation for permanent impacts to waters of the state, however the Department does not concur that proposed mitigation for permanent impacts to streambed habitat is sufficient to replace lost streambed habitat functions and values, and as such we cannot concur that impacts are in fact reduced to a level less-than-significant. The Department recommends that prior to the adoption of the MDN the Lead Agency revise mitigation proposed for permanent impacts to streambed.

B3

3. IS finding of fact "a" states that no appropriate habitat was identified within the project site for least Bell's vireo (*Vireo bellii pusillus*, vireo), southwestern willow flycatcher (*Empidonax traillii extimus,* flycatcher), or yellow yellow-billed cuckoo (*Coccyzus americanus)*; therefore, focused surveys for riparian bird species were not conducted. However, according to the IS, mule fat scrub and southern willow scrub are present within the project footprint. These vegetation communities provide potentially suitable habitat for vireo and flycatcher. Prior to the adoption of the MND, the Department recommends that focused surveys for riparian birds be conducted and that survey results be provided in the revised and recirculated CEQA document.

B1 The requirement that public agencies not approve projects if there are feasible alternatives or feasible mitigation measures is not relevant for an Initial Study/Mitigated Negative Declaration (IS/MND). This requirement pertains if changes or alterations of the project would not reduce impacts to below a level of significance. Once implementation of proposed mitigation is demonstrated to reduce impacts to below a level of significance, as is the case for the project, the analysis of additional alternatives to reduce impacts is not required.

The Project did, however, go through extensive review by the County, including multiple iterations of the proposed design; please refer to the discussion in item 6(e) of the IS/MND for additional information regarding the Project design process. Any alternative would require hardening of the streambed under the bridge. This review resulted in the minimum impacts necessary to still allow for protection of the bridge structure and additional analysis is not warranted. As discussed in the responses below, mitigation proposed for the Project reduces potential Project impacts to a less than significant level.

B2 As noted in the comment, the Project proposes that permanent impacts to streambed be mitigated at a 1:1 ratio. A majority of these impacts are to the streambed underneath the existing bridge or to highly incised channels downstream of the bridge and within the side tributary. These areas have very limited functions and services because the extensive erosion has eliminated soil in these areas and as noted a significant portion occurs under the actual bridge structure. Additionally, the impacts under the bridge were previously mitigated as part of the original Project approvals, so the current proposal is to provide additional mitigation for an area that was already mitigated for in the past. The mitigation as proposed does offset impacts to streambed resources to a less-than-significant level; however, final mitigation for impacts shall be determined through the permitting processes of the involved regulatory agencies.

B3 The mule fat scrub and southern willow scrub in Coldwater Wash consists of scattered mule fat and willow species and, based on an evaluation of

4. The IS and proposed MND fail to propose specific avoidance and minimization measures for nesting birds. The Department recommends that the Lead Agency consult with a qualified ornithologist for advice in developing specific avoidance and minimization measures to include in the MND. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate.

   Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) prohibit the take of all birds and their nests. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

B4

   Mitigation Measure BIO-1 states that: "Clearing of upland vegetation outside of the bird breeding season will not require a nesting bird clearance survey." Please note that some bird species may not adhere to specified dates, and as such the Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. The Department also recommends that pre-construction surveys be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting may be missed if surveys are conducted sooner.

B3 cont. field conditions by a qualified biologist, is not considered suitable for the least Bell's vireo and southwestern willow flycatcher. Similarly, the side tributary consists of individual willows along the drainage. As discussed in the IS/MND in items 6 (a), (b), and (c), focused surveys are not warranted, as no appropriate habitat was identified on the Project site. No revisions to the IS/MND have been made as a result of this comment.

B4 Biological Mitigation Measure No. 1 has been revised to include the requirement for a Nest Clearance Survey if vegetation clearing occurs during the bird breeding season. The revised measure includes the requirement that such a survey shall occur no less than 3 days prior to vegetation clearing or ground disturbance activities and also identifies a 500-foot avoidance buffer if active nests are located.

Initial Study with Proposed Mitigated Negative Declaration
Squaw Mountain Bridge Repair Project
SCH No. 2014101018
Page 4 of 4

The Department appreciates the opportunity to comment on the Initial Study and proposed Mitigated Negative Declaration for the Squaw Mountain Bridge Repair Project and requests that the Department's comments be addressed in the recirculated IS. If you should have any questions regarding this letter, please contact Chris Allen at (909) 483-6319 or Chris.Allen@wildlife.ca.gov.

Sincerely,

(For)
Kimberly Nicol
Regional Manager

Cc: State Clearinghouse

RIVERSIDE COUNTY FIRE DEPARTMENT
IN COOPERATION WITH
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

2300 Market St., #150, Riverside, CA 92501
Phone: (951) 955-4823
Fax: (951) 955-4886

PROUDLY SERVING THE UNINCORPORATED AREAS OF RIVERSIDE COUNTY AND THE CITIES OF:

BANNING
BEAUMONT
CALIMESA
CANYON LAKE
COACHELLA
DESERT HOT SPRINGS
EASTVALE
INDIAN WELLS
INDIO
JURUPA VALLEY
LAKE ELSINORE
LA QUINTA
MENIFEE
MORENO VALLEY
NORCO
PALM DESERT
PERRIS
RANCHO MIRAGE
RUBIDOUX CSD
SAN JACINTO
TEMECULA
WILDOMAR

BOARD OF SUPERVISORS:

KEVIN JEFFRIES
DISTRICT 1
JOHN TAVAGLIONE
DISTRICT 2
JEFF STONE
DISTRICT 3
JOHN BENOIT
DISTRICT 4
MARION ASHLEY
DISTRICT 5

October 14, 2014

Riverside County Transportation Department
Attn: Frances Segovia, Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

Mitigated Negative Declaration:
Squaw Mountain Road Bridge Repair

C1 The Fire Department has identified this area to be in a High Fire Hazard Severity Zone and the primary and secondary access shall be maintained at all times during the repair of the bridge. Both access and egress from Squaw Mountain Road and Glen Ivy Road shall be maintained to ensure Fire Department response times and efficient evacuations of the residences in the event of an emergency.

Cecilia Buckley
Fire Safety Specialist

C1 This comment identifies the Project area as a High Fire Hazard Severity Zone, as discussed in Section 23 of the Initial Study/Mitigated Negative Declaration (IS/MND). This comment also indicates that primary and secondary access shall be maintained at all times during bridge repair activities, including access and egress from Squaw Mountain Road and Glen Ivy Road. As discussed in Section 42 of the IS/MND, through access would be maintained throughout Project construction and no lane closures are required. This comment does not address the adequacy of the IS/MND and no response is necessary.

Reply Reply All Forward

FW: Project: Squaw Mountain Road Bridge Repair Project

Segovia, Frances [FSEGOVIA@rctlma.org]

To: Sheryl Horn

Tuesday, October 14, 2014 7:37 AM

FYI, attached is a comment from TW Telecom.

From: Segovia, Frances
Sent: Tuesday, October 14, 2014 7:36 AM
To: 'King, Christopher'
Subject: RE: Project: Squaw Mountain Road Bridge Repair Project

Good morning Chris,

Thank you for your confirmation of no conflict with your utilities. I will pass this along to the Project Manager.

Frances

From: King, Christopher [mailto:cking@gsuc.net]
Sent: Thursday, October 09, 2014 2:32 PM
To: Segovia, Frances
Subject: Project: Squaw Mountain Road Bridge Repair Project

Project: Squaw Mountain Road Bridge Repair Project

Dear Mrs. Segovia,

D1 Thank you for submitting your plans to our engineering department for review. TW Telecom does not appear to have any facility conflicts in your intended construction area.

Please note that our determination of "no conflict" is an estimation and relevant only to the marked drawings. Any and all changes made to either plans or profile of the drawing may void this conflict response in its entirety.

Because our outside plant is always changing and in a state of flux, should these plans be revised in any manner, or if your project construction is delayed for more than one year from the date stamped on these plans, a new conflict inquiry should again be submitted to us for review.

Please feel free to call me at 916-416-5800 for any additional information.

Sincerely,

Chris King
Project Manager
Golden State Utility Co.
On behalf of
TW Telecom

D1 This comment notifies the County that the proposed Project does not appear to have facility conflicts with TW Telecom facilities. This comment also requests a new conflict inquiry if plans are revised or if construction is delayed more than one year. This comment does not address the adequacy of the Initial Study/Mitigated Negative Declaration (IS/MND) and no response is necessary.

KINDER MORGAN
ENERGY PARTNERS, L.P.
SFPP, L.P.

SFPP, L.P.
Operating Partnership

Received
NOV 24 2014
Environmental Department

November 17, 2014

ENG 4-2-1 (930)
Reference #14-835

Frances Segovia
Senior Transportation Planner
Riverside County Transportation Department
14th Street Annex
3525 14th Street
Riverside CA 92501

Re: Squaw Mountain Road Bridge Repair Project

Dear Ms. Segovia:

This is in response to the Notice of Intent to Adopt a Mitigated Negative Declaration received October 9, 2014, concerning the referenced project.

Based on the information provided, Kinder Morgan has no facilities within the specified project area and therefore has no conflict with the proposed project.

Please refer to our **File Reference Number 14-835** in any future communications concerning this project.

In the event of project scope changes, please resubmit your request.

Sincerely,

Karly Payne

Karly Payne
Administrative Assistant
Pipeline Engineering Department

T: Quinn\letters\421-(930)\14-835

Enclosure

1100 Town & Country Road Orange, California 92868 714/560-4400 714/560-4601 Fax

E1 This comment notifies the County that Kinder Morgan does not have facilities within the Project area and therefore has no conflict with the Project. This comment does not address the adequacy of the Initial Study/ Mitigated Negative Declaration (IS/MND) and no response is necessary.

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
FOR THE SQUAW MOUNTAIN ROAD BRIDGE REPAIR PROJECT

NO CONFLICT

WHAT'S BEING PLANNED

The Project consists of repairs to the Squaw Mountain Road bridge, located in Temescal Canyon, adjacent to Interstate 15 (I-15) in southwestern Riverside County. The Project site consists of the Squaw Mountain Road bridge where it crosses Coldwater Wash and an adjacent small tributary; the closest cross street is Temescal Canyon Road. The proposed repairs would consist of lining the channel bottom below the bridge with concrete, connecting the concrete-lined channel to the existing bridge abutments, placing ¼-ton of riprap on the upstream and downstream sides of the concrete-lined portion of the channel (some of which would be buried by fill), and installing riprap slope protection on the northwest slope. An existing asphalt access road would be extended approximately 40 feet.

There is also a side tributary to Coldwater Wash that was previously realigned for the Painted Hills Development Project and was intended to flow adjacent to Squaw Mountain Road before entering the wash. As a result of significant degradation of the channel wash, the side channel has head cut back from the wash and is now eroding into the slope of Squaw Mountain Road and needs to be stabilized. The proposed repairs would consist of regrading the upper portion of the channel to the appropriate elevation, leaving this portion of the channel as a natural drainage. Flows would then be directed to a basin before entering into a pipe that would outlet at the base of the slope in Coldwater Wash.

WHY THIS AD

The effects of this project on the environment have been analyzed. The Riverside County Board of Supervisors will consider approval of the project and adoption of a Mitigated Negative Declaration (MND) for the project after November 6, 2014. Action on the MND may be taken with or without a public hearing, at the discretion of the Board of Supervisors. Notice of the decision will be mailed to anyone who requests.

WHERE YOU COME IN

This notice is to inform you of the availability of the MND for you to read and comment. Comments will be accepted from October 7, 2014 to November 6, 2014. Based on study findings in the MND, the Riverside County Transportation Department has determined that the proposed project will not have a significant effect on the environment because potential effects would be mitigated to a less than significant level through the incorporation of the mitigation measures. Potentially significant impacts for which mitigation measures were incorporated include Biological Resources and Cultural Resources. The project site is not on an Environmental Protection Agency hazardous waste site list complied pursuant to Governmental Code Section 65962.5. Your written comments will be considered in the decision on the project and will be forwarded to the Board of Supervisors before action is taken on the project. Notice of said decision will be mailed to any person requesting notification. No decision will be taken until after the review period is complete.

WHAT'S AVAILABLE

The Initial Study with proposed MND is available for review at the Riverside County Transportation Department, 14th Street Annex, 3525 14th Street, Riverside, CA 92501, Mondays through Fridays, excluding legal holidays, from 8:00 AM to 5:00 PM; and the El Cerrito Branch Library located at 7581 Rudell Road, Corona, CA 92881, during normal business hours.

RECEIVED
OCT - 9 2014
14-835

Riverside County Transportation Department
Attn: Frances Segovia
14th Street Annex
3525 14th Street
Riverside, CA 92501

LS ____ DWG ____ SHT ____ MP ____
LS ____ DWG ____ SHT ____ MP ____
LS ____ DWG ____ SHT ____ MP ____
County RIV Reference Geospatial