

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

438



FROM: Redevelopment Agency

SUBMITTAL DATE:
July 14, 2011

SUBJECT: Temescal Canyon Road Improvement Project

RECOMMENDED MOTION: That the Board of Directors make the following findings:

1. Adopt the Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring Reporting Program, attached hereto as EA1104100210, based on the findings incorporated therein;
2. Adopt the Temescal Canyon Road Improvement Project as described in the Initial Study/Mitigated Negative Declaration;

BACKGROUND: The Redevelopment Agency for the County of Riverside (RDA) and Riverside County Transportation Department staff identified a need to widen Temescal Canyon Road to four lanes in the unincorporated community of Temescal Valley, starting from the southern end of Wildrose Business Park to Dawson Canyon Road.

(Continued)

Robert Field

Robert Field
Executive Director

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 0	In Current Year Budget:	No
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	No
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2011/12

COMPANION ITEM ON BOARD OF SUPERVISORS AGENDA: No

SOURCE OF FUNDS: N/A

Positions To Be Deleted Per A-30	<input type="checkbox"/>
Requires 4/5 Vote	<input type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE

BY: *Jennifer L. Sargent*
Jennifer L. Sargent

County Executive Office Signature

MINUTES OF THE BOARD OF DIRECTORS OF THE REDEVELOPMENT AGENCY

On motion of Supervisor Buster, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Stone, Benoit and Ashley
Nays: None
Absent: Tavaglione
Date: July 26, 2011
.xc: RDA, EDA, Transp.

Kecia Harper-Ihem
Clerk of the Board
By: *Kecia Harper-Ihem*
Deputy

(Comp. Item 3.42)

Prev. Agn. Ref.: 3.21 of 3/16/10; 4.4 of 3/16/10

District: 1

Agenda Number

4.1

ATTACHMENTS FILED
WITH THE CLERK OF THE BOARD

FORM APPROVED COUNTY COUNSEL
BY: ANITA C. WILLIS
DATE: 6-28-11
Departmental Concurrence

Dept' Recomm.: Consent Policy
Per Exec. Ofc.: Consent Policy

BACKGROUND: (Continued)

This project includes, but is not limited to, road widening, curb and gutter, storm drain improvements, and portions of sidewalk. In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and California Code of Regulations Section 15063, an Initial Study was prepared to analyze the proposed project to determine if any potential significant impacts upon the environment would result from the road widening and storm drain improvements along Temescal Canyon Road. The Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and circulated for the mandated thirty-day public review and comment period from April 21, 2011 to May 20, 2011.

Pursuant to CEQA Section 15074, the Board shall consider all comments received during the review period prior to adoption of the IS/MND. The comment letters and responses are included in the IS/MND.

Pursuant to CEQA (Public Resources Code Section 21081.6), the Board is required to adopt a reporting and monitoring plan for the mitigation measures identified in the IS/MND to mitigate or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Program (MMRP) contained in the IS/MND presented to the Board for adoption is designed to ensure compliance during project implementation. The Initial Study determined that with implementation of mitigation measures requiring remediation of the site prior to subsequent road improvements would reduce impacts to less than significant levels.

MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



4.1

On motion of Supervisor Ashley, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the recommendation from the Redevelopment Agency regarding the Approval of the Findings for the Temescal Canyon Road Improvement Project; and Approval of a Cooperative Agreement with Riverside County Transportation Department, 1st District is continued to Tuesday, July 26, 2011 at 9:30 a.m.

Roll Call:

Ayes: Buster, Stone, Benoit and Ashley
Nays: None
Absent: Tavaglione

I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on July 12, 2011 of Supervisors Minutes.

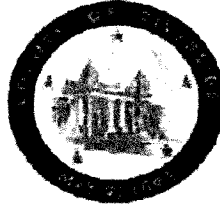
WITNESS my hand and the seal of the Board of Supervisors
Dated: July 12, 2011
Kecia Harper-Ihem, Clerk of the Board of Supervisors, in
and for the County of Riverside, State of California.

(seal)

By: [Signature] Deputy

AGENDA NO.
4.1

xc: RDA, Transp., CØB



Original Negative Declaration/Notice of Determination was routed to County Clerks for posting on.

8/3/11
Date

KB
Initial

Notice of Determination

To:

From:

Office of Planning and Research:

Public Agency: County of Riverside Economic Development Agency

For U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044

Address: 3403 10th Street, 5th Floor
Riverside, CA 92501

Street Address: 1400 Tenth Street
Sacramento, CA 95814

Contact: Claudia Steiding
Phone: 951.955.8174

County Clerk:

Lead Agency: County of Riverside Economic Development Agency

County of: Riverside

Address: 3403 10th Street, 5th Floor
Riverside, CA 92501

Address: 2724 Gateway Drive
P.O. Box 751
Riverside, CA 92502-0751

Contact: Claudia Steiding
Phone: 951.955.8174

SUBJECT: **Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code**

State Clearinghouse Number (if any): 2011041071

Project Title: **Temescal Canyon Road Improvement Project ("Project")**

Project Location (include county): The project is located on Temescal Canyon Road, north of the intersection of Dawson Canyon Road and south of the intersection of Temescal Canyon Road and Lee Lake Water District Road. The subject property is adjacent to Assessor's Parcel Numbers: 283-110-009, -016, -017, -018, -019, -051, -057, 283-150-030, -032, -034, -035, 037, -046, -047, and 283-160-031 and is located on the United States Geological Survey (USGS) 7.5 Minute Riverside County Quadrangle maps. The proposed project is located in Section 27, Township 4 South, Range 6 West.

Project Description: The Temescal Canyon Road Improvement Project ("Project") consists of the widening of a two lane road to a "modified Major Highway." The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section. The Project also includes the addition of sidewalks, curbs and gutters for public safety purposes, the relocation of a 14" Elsinore Valley Water District gravity agricultural line, and the construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District.

JUL 26 2011 4.1

Project

Description:

The construction of new culverts and the extension of the existing culverts to accommodate the widening of the road right-of-way for the Project will include the relocation of the following utilities: 18" City of Corona water line, AT&T fiber optic lines, AT&T distribution lines, Level 3 fiber optic lines (shared conduit with Time Warner Cable fiber optic line), Time Warner Cable fiber optic lines (shared conduit with Level 3 fiber optic line), Time Warner TV lines, 8" gas line and Southern California Edison power poles. The boundaries of the Project site are from the southern end of Wildrose Business Park (where the existing improvements end) to Dawson Canyon Road. The entire length of the Project area is approximately 2,900 linear feet.

This is to advise that the Lead agency, **County of Riverside Economic Development Agency Board of Supervisors**, approved the above project on July 26, 2011 and has made the following determinations regarding the above described project:

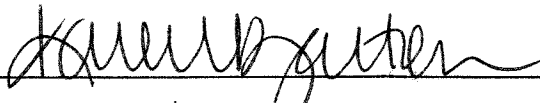
Determinations.

1. The project will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A Mitigation Monitoring & Reporting Program was adopted for this project.
5. A Statement of Overriding Considerations was not adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Temescal Canyon Road Improvement Project (ED1104100210) Final MND with comments and responses and record of project approval is available to the General Public at:

County of Riverside
Economic Development Agency
3403 10th Street, 5th Floor
Riverside, CA 92501

Signature (Public Agency):



Title:

Board Assistant

Date:

July 26, 2011

Date received for filing at OPR:

Temescal Canyon Road Improvement Project

Environmental Assessment
No. ED1104100210

Prepared by:



**County of Riverside
Economic Development Agency**
3403 10th Street, 5th Floor
Riverside, California 92501

Assisted by:

Ranpac, Inc.
27431 Enterprise Circle West
Temecula, CA 92590

Matthew Fagan Consulting Services
42011 Avenida Vista Ladera
Temecula, CA 92591

July 2011

Table of Contents

Introduction	4
Organization of the Initial Study	4
Environmental Process	4
Incorporation by Reference	5
I. PROJECT INFORMATION	6
A. Project Description	6
B. Type of Project	12
C. Total Project Area	12
D. Assessor's Parcel No(s)	12
E. Street References	12
F. Section, Township & Range Description	12
G. Brief Description of the Existing Environmental Setting of the Project Site and its Surroundings	12
II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS	13
A. General Plan Elements/Policies	13
B. General Plan Area Plan(s)	17
C. Foundation Component(s)	17
D. Land Use Designation(s)	17
E. Overlay(s), if any	17
F. Policy Area(s), if any	17
G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any	18
H. Adopted Specific Plan Information	18
I. Existing Zoning	18
J. Proposed Zoning, if any	18
K. Adjacent and Surrounding Zoning	18
III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	18
IV. DETERMINATION	18
V. ENVIRONMENTAL ISSUES ASSESSMENT	20
Aesthetics	20
Agriculture and Forest Resources	23
Air Quality	24
Biological Resources	30
Cultural Resources	38
Geology and Soils	42
Greenhouse Gas Emissions	48
Hazards and Hazardous Materials	51
Hydrology and Water Quality	54
Land Use/Planning	57
Mineral Resources	58
Noise	60
Population and Housing	62
Public Services	63
Recreation	65
Transportation/Traffic	66
Utility and Service Systems	68
Mandatory Findings of Significance	72
VI. EARLIER ANALYSES	73
VII. REFERENCES	74

VIII. LIST OF INITIAL STUDY PREPARERS	76
IX. ACRONYMS, UNITS OF MEASUREMENT, AND CHEMICAL SYMBOLS	77

List of Appendices (included on CD-Rom)

Appendix A	Ted Stamen, ISA Certified Arborist, <i>Arborist's Report for County of Riverside EDA</i> , dated September 20, 2010	
Appendix B	Urban Crossroads, <i>Temescal Canyon Road Improvement Project Focused Air Quality and Climate Change Evaluation</i> County of Riverside, California, December 8, 2010	
Appendix C	Principe and Associates <i>Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis</i> , Temescal Canyon Road Improvement Project, January 5, 2011	
Appendix D	Western Riverside County Regional Conservation Authority <i>Joint Public Review (JPR) #: 10-12-06-01</i> , December 6, 2010	
Appendix E	Michael Richard, Ecological Resources Specialist, Riverside County Planning Department Environmental Programs Division, <i>Determination of Biologically Equivalent or Superior Preservation Temescal Canyon Road Improvement Project</i> April 6, 2011	
Appendix F	Michael Richard, Ecological Resources Specialist, Riverside County Planning Department Environmental Programs Division, <i>Jurisdictional Delineation, Temescal Canyon Road Improvement Project</i> , March 17, 2011	
Appendix G	PBS&J 201, <i>Phase I Cultural Resources Assessment Temescal Canyon Road Improvement Project Corona Vicinity, Riverside County, California</i> , March 10, 2011. Due to the sensitive nature of cultural resources and requirements for their protection, specific information regarding their locations is provided on a need to know basis. Therefore, the cultural resources report for this project is not available for general public distribution. Persons with a legitimate need to access this information should contact the Project Archaeologist, Jennifer M. Sanka at jennifer.sanka@atkinsglobal.com	
Appendix H	Pechanga Cultural Resources <i>Request for Information for the Temescal Canyon Road improvement Project (PBS&J/Atkins)</i> , April 6, 2011	

List of Figures

Figure 1 Vicinity Map	7
Figure 2 Aerial Map	8
Figure 3 Temescal Canyon Road Roadway Design	10
Figure 4 Oak Tree Locations	21

List of Tables

Table 1 Emissions Summary of Construction Activities (Pounds per Day without Mitigation)	28
Table 2 Localized Significance Summary Construction (Without Mitigation)	30
Table 3 Total Greenhouse Gas Emissions (Annual) (Metric Tons per Year)	51

List of Exhibits

Exhibit 1 Notice of Intent	79
Exhibit 2 Mitigation Monitoring and Reporting Program	83
Exhibit 3 Responses to Comments	102

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 – 21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the proposed Temescal Canyon Road Improvement Project (hereinafter collectively referred to as "Project"). In accordance with Section 15063 of the State CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the County of Riverside ("County") as Lead Agency, in consultation with other jurisdictional agencies, 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, a discussion of the relationship of the Project to the County General Plan, and an environmental impact assessment consisting of an environmental checklist and accompanying analysis for responding to checklist questions.
- **References**, which includes a list of reference sources.
- **List of Initial Study Preparers**, which identifies those responsible for preparation of this Initial Study and other parties contacted during the preparation of the Initial Study.
- **Acronyms and Abbreviations**, which contains a list of the acronyms and abbreviations used in the Initial Study.

Environmental Process

The Initial Study was circulated through the State Clearinghouse and was subject to a 30-day public review period that ended on May 20, 2011. A Notice of Intent (NOI) to adopt a Mitigated Negative Declaration was sent via certified mail to property owners/residents within 600 feet of the proposed Project; a notice of the NOI was posted in the Press Enterprise newspaper; and the NOI was posted at the Riverside County Clerk office. The Draft Initial Study was available for public review at the Riverside County Economic Development Agency and also at the El Cerrito Branch Library. In addition, the NOI and a copy of the Draft Initial Study were sent to applicable local agencies to solicit comments on the proposed Project.

The following three agencies submitted comment letters: Department of Transportation, District 8 (Caltrans), Department of Toxic Substances Control (DTSC) and the State of California Governor's Office of Planning and Research, State Clearing House and Planning Unit. Each of these comment letters and the County's respective responses are included herein under Responses to Comments, Section II. The Mitigation Monitoring and Reporting Program is also contained in this Final Document. No changes were made to the Draft Initial Study. Comments received during the public review period will be considered as part of the project's environmental review and will be included for consideration by the Board of Supervisors (BOS). If the BOS determines that the project will have no significant, unmitigatable environmental effects, a Mitigated Negative Declaration will be adopted.

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 large planning documents within the Initial Study. Of particular relevance are those previous studies that present information regarding description of the environmental setting, future development-related growth, and cumulative impacts. The following documents are hereby identified as being incorporated by reference:

- *Riverside County General Plan*, June 2003
- *Riverside County Integrated Project, General Plan Final Program Environmental Impact Report (SCH No. 20020511430)*, June 2003
- *Temescal Canyon Area Plan*, October 2003

Figure 2, Aerial Map



Project Components

The purpose of the Project is to improve the safety, operational efficiency of the roadway and to facilitate development of the surrounding areas. The road improvements shall include the installation of curb, gutter, and sidewalk (non-meandering) as well as the installation of a Lee Lake Water District reclaimed water line. The roadway as designed and constructed will be within a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way (reference Figure 3, Temescal Canyon Road Roadway Design). This design and variation in right-of-way width will reduce impacts from construction of the roadway on adjacent development, topography and vegetation. This modification will result in a reduced right-of-way from thirty-two feet (32') to twenty-five feet (25') within the Project boundary. The paving cross section corresponds to the County of Riverside Standard No. 93 (reference Figure 4, Major Highway, 118'R/W). This right-of-way includes seventy-six feet (76') of pavement (curb-to-curb), with two eight foot (8') distress/Class II bike lanes, four (4) twelve foot travel lanes, a (12') painted median and two five foot (5') non-landscaped parkways on either side of the roadway. The right-of-way width will be determined by the adjacent use for that particular section of the roadway. Future parkway dedication will take place upon development of the adjacent parcels.

Intersection improvements will be designed and constructed at the Dawson Canyon Road and Temescal Canyon Road intersection to accommodate the two through lanes in each direction. The road widening will also require the installation of new flood control facilities (i.e. catch basins, culverts, etc. – see description below on p. 11) or replacing/resizing existing facilities to meet current Flood Control standards. The northern section of the Project limits may require realignment to bring the road up to current Transportation Department circulation and development standards. Portions of the existing roadway will be removed and/or rehabilitated during construction.

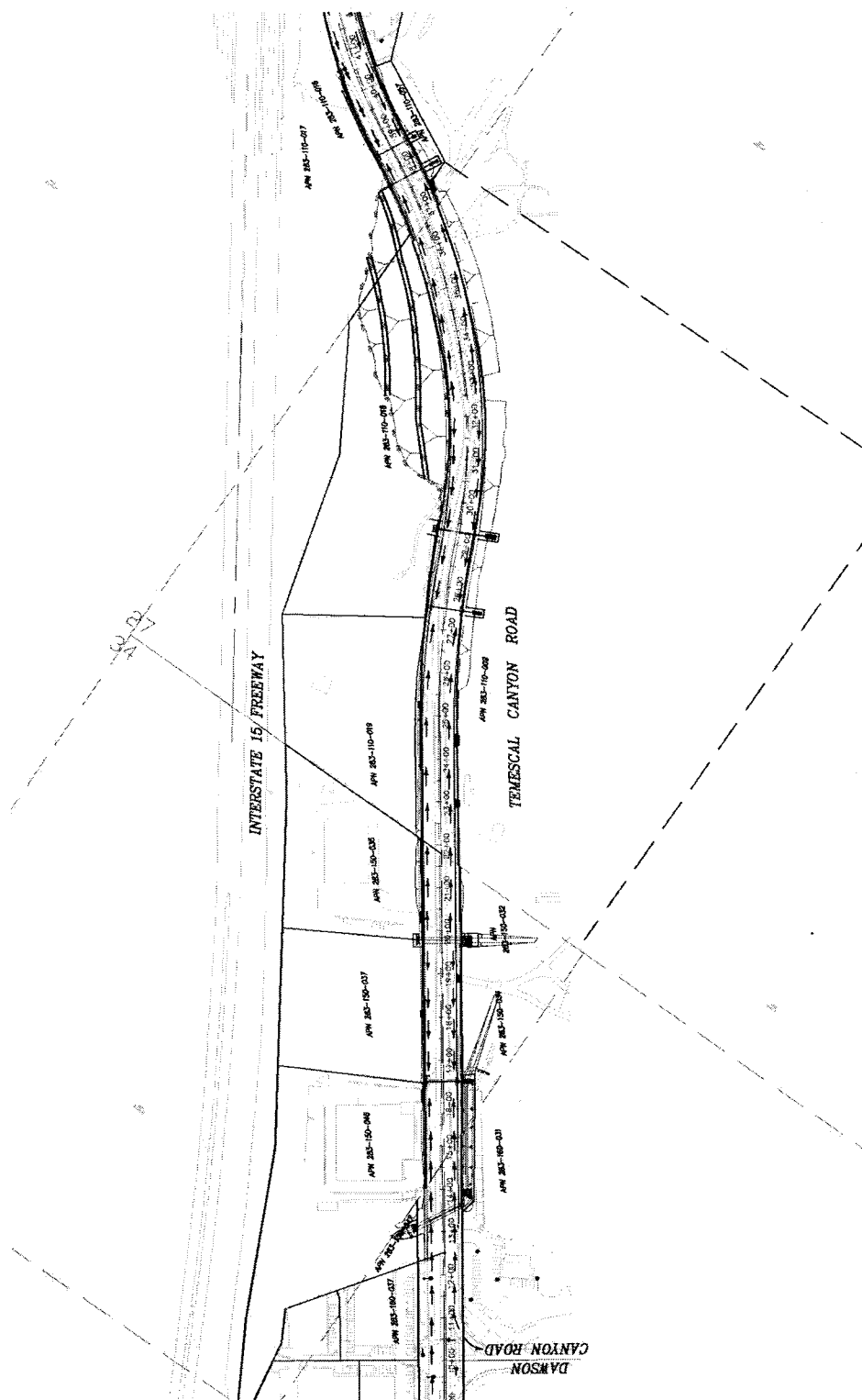
Existing utilities include: potable water, reclaimed water, sewer, agricultural water, electrical, cable, drainage facilities, fiber optic and gas. The majority of the utilities will not be disturbed as part of the Project. The following facilities may be relocated (within the Project right-of-way) as part of the Project design during the construction phase of the Project: 14" EVMWD Agricultural non potable waterline. No streetlights are proposed as part of the Project.

The majority of the Project will be constructed within the 88' foot right-of-way. Off-site construction components include the following: drainage facilities, walls, retaining walls, cut slopes, fill slopes and water quality basins. No landscaping is proposed with the Project. Graded slopes will be re-vegetated with a hydroseed mix to stabilize the slopes for erosion control purposes.

Topography

The topography along the boundaries of the Project site has been altered for decades as the area continued to develop. The existing paved portion of Temescal Canyon Road is a flat, graded surface. The roadsides exhibit relatively flat-lying surfaces, as well as a prominent hillside and deep depression. The majority of the land along the boundaries of the road improvement Project site (approximately 70 percent) is flat-lying. A few depressions were dug in these areas to drain storm water runoff. Natural hillside slopes are still present in the northernmost portion of the road improvement Project site where Temescal Canyon Road was constructed on a terrace above Temescal Wash. A hill, rising approximately 60 feet above the road, is present on the west side of the roadside, while a rather steep slope, descending approximately 40 feet down to the floodplain of Temescal Wash, is present on the east side (reference Figure 3, Temescal Canyon Road Roadway Design).

Figure 3, Temescal Canyon Road Roadway Design



URBEMIS model defaults, it is assumed that these pieces of equipment would be rated at 190 HP or less and could thus include any combination or variation of: pumps, rollers, rough terrain forklifts, aerial lifts, air compressors, cement and mortar mixers, concrete/industrial saws, crawler tractors, crushing/processing equipment, excavators, forklifts, graders, etc.), and 1 water truck and will be operational for a maximum of eight (8) hours per day.

Paving activities are assumed to take place concurrently with the utility construction, and last the duration of approximately 6 weeks. Paving activities will likely include the following equipment: 1 grader, 1 paver, 1 paving equipment, 3 rollers, 2 scrapers, and 1 water truck and will be operational for a maximum of eight (8) hours per day.

This information was utilized for the "Temescal Canyon Road Improvement Project Focused Air Quality and Climate Change Evaluation County of Riverside, California," prepared by Urban Crossroads, dated September 2, 2010 (AQ Analysis) prepared for the Project and will be discussed in greater detail in Section 6 (Air Quality) of this Environmental Assessment.

A traffic control plan (Mitigation Measure **MM Trans 1**) will be developed to be utilized during the construction phase of the Project. It is not anticipated that the roadway will be shut down in its entirety during construction; however, lane closures and lane diversions will occur.

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

C. Total Project Area: 11.14 acres. The Project impact is 5.54 acres (less the existing road right of way).

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: Road Improvement			

D. Assessor's Parcel No(s): 283-110-009, -016, -017, -018, -019, -051, -057, 283-150-030, -032, -034, -035, 037, -046, -047, 283-160-031.

E. Street References: Temescal Canyon Road, north of the intersection of Dawson Canyon Road and south of the intersection of Temescal Canyon Road and Lee Lake Water District Road.

F. Section, Township & Range Description or reference/attach a Legal Description: Section 27, Township 4 South, Range 6 West.

G. Brief Description of the Existing Environmental Setting of the Project Site and its Surroundings: The Project site is an existing two (2) lane road without curb or gutter improvements. Beyond the Project limits, Temescal Canyon Road includes curb, gutter, drainage facilities and some sidewalks. Existing business are located on the westerly and easterly portions of Temescal Canyon Road, north of the intersection of Temescal Canyon Road and Dawson Canyon Road. Temescal Driving Range is easterly of the site, northwesterly of the intersection of Temescal Canyon and Dawson Canyon Roads.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies

1. Land Use (From the Land Use Element of the General Plan):

LU 1.5 The County shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.

LU 1.6 Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.

LU 3.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:

LU3.1.d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

LU 7.8 Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities.

LU 10.1 Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.

LU 12.6 Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.

LU 24.4 Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.

2. Circulation (From the Circulation Element of the General Plan and Temescal Canyon Area Plan - TCAP):

C 1.1 Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1.

C 1.2 Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.

C 1.4 Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

C 1.5 Evaluate the planned circulation system as needed to enhance the highway network to respond to anticipated growth and mobility needs.

C 1.6 Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

C 2.1 Maintain the following countywide target Levels of Service: LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Urban Expressways, conventional state highways or freeway ramp intersections.

C 3.1 Design, construct, and maintain County roadways as specified in the County Road Improvement Standards and Specifications.

C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

C 3.13 Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.

C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.

C 3.18 Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.

C 3.24 Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

C 3.25 Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.

C 4.4 Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

C 5.2 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.

C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.

TCAP 16.1 Require projects to be reviewed for the provision of transit support facilities (including bus turnouts, signage, benches, shelters, etc.) along arterial streets and local transit service routes.

TCAP 16.2 Require each proposed Specific Plan and major commercial and industrial projects consisting of 20 acres or larger to be evaluated for the provision of a park-and-ride facility.

3. Multipurpose Open Space (From the Multipurpose Open Space Element of the General Plan):

OS 17.2 Enforce the provisions of applicable MSHCP's, if adopted when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.

OS 18.2 Provide incentives to landowners that will encourage the protection of significant resources in the County beyond the preservation and/or conservation required to mitigate project impacts.

4. Safety (From the Safety Element of the General Plan and TCAP):

S 4.1 For new construction and proposals for substantial improvements to residential and nonresidential development within 100-year floodplains as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, the County shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency.

S 4.6 Direct flood control improvement measures toward the protection of existing and planned development.

TCAP 21.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

TCAP 22.1 Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

5. Noise (From the Noise Element of the General Plan):

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.

N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 6.3 Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

N 8.2 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County.

N 8.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

N 8.5 Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

N 8.6 Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts.

N 9.3 Encourage the development and use of alternative transportation modes including bicycle paths and pedestrian walkways to minimize vehicular noise within sensitive receptor areas.

N 11.1 Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction.

N 11.2 Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls.

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.

N 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.

N 13.2 Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies.

N 13.8 Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.

G. **Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:** Business Park and Public Facilities

H. **Adopted Specific Plan Information**

1. **Name and Number of Specific Plan, if any:** Wildrose Specific Plan (SP176)

2. **Specific Plan Planning Area, and Policies, if any:** Planning Area III

I. **Existing Zoning:** Manufacturing-Service Commercial (MS-C) and Business Park (BP)

J. **Proposed Zoning, if any:** N/A

K. **Adjacent and Surrounding Zoning:** Manufacturing-Medium (M-M) and SP Wildrose Specific Plan (SP176)

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.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

IV. **DETERMINATION**

On the basis of this initial evaluation:

<p>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED</p> <p><input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.</p> <p><input checked="" type="checkbox"/> 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.</p> <p><input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.</p>
<p>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED</p> <p><input type="checkbox"/> 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</p>

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.



For Claudia Steiding

April 21, 2011

Signature

Date

Claudia Steiding, Senior Environmental Planner

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and 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 a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report 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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan (COR GP) Figure C-9 "Scenic Highways," "Arborist's Report for County of Riverside EDA," dated September 20, 2010, prepared by Ted Stamen, ISA Certified Arborist (Arborist's Report), Appendix A

Findings of Fact:

- a) The Project area is not located immediately adjacent to any state eligible scenic highways. I-15 is a state eligible scenic highways; however, it is separated from the Project site by vacant and developed parcels. Therefore, it will not have a substantial effect upon a scenic highway corridor. No impacts are anticipated and no mitigation is required.
- b) The Project will not 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. The Project is a roadway widening that was anticipated in the General Plan and will be developed in accordance with the roadway design parameters contained in the General Plan Circulation Element. The Project does not have scenic resources such rock outcroppings and unique or landmark features. According to the Arborist's Report (Appendix A), there are twelve (12) Coast Live Oak Trees (*Quercus agrifolia*) on the Project site. The trees are located on both sides of Temescal Canyon Road, as depicted in the "Oak Tree Locations Exhibit" on Figure 4 and page 8 of the Arborist's Report. As indicated on Figure 4, Project implementation will result in the retaining of trees 1 through 6 while trees 7 through 10 will be removed and mitigated at a 1:1 replacement ratio. A mitigation measure (**MM Aesthetics 1**) has been added to reduce impacts from the removal and replacement of selected trees to a less than significant level. Therefore, any impacts are considered less than significant with mitigation incorporated. No additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Monitoring: None required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: RCLIS; COR GP Figure OS-2 "Agricultural Resources;" COR Ordinance No. 625

Findings of Fact:

- a) The Project area is classified as "Urban Built-Up Land" per the 1990 Farmland Designation. The Project site is vacant and is not being used for agricultural uses. The immediate surrounding/adjacent land uses are not being utilized for any agricultural purposes. No impacts are expected from the Project.
- b) The Project site is not located within or adjacent to any existing agricultural uses; therefore, will have no impact and will not conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract. No impacts are expected from the Project.
- c) The Project site is not located adjacent to agriculturally zoned property. As a result, the Project will not cause development of non-agricultural uses within 300 feet of agriculturally zoned property ("Ordinance No. 625, as Amended Through 625.1 - An Ordinance of the County of Riverside Amending Ordinance No. 625 Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing Public Notification Thereof"). It is the intent of Riverside County to conserve, protect, and encourage the development, improvement, and continued viability of its agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the County's residents. It is also the intent of the County to balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy, or use land within or adjacent to agricultural areas. It is the intent of this ordinance to reduce the loss to the County of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. No impacts are expected from the Project.
- d) The Project site is not located in an area where agricultural uses are present. The proposed Project will not affect or cause the conversion of Farmland to a non-agricultural use. No impacts are expected from the Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Mitigation: None required.

Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: COR GP Figure OS-3 "Parks, Forests and Recreation Areas"

Findings of Fact:

- a) The Project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)). The Project is not located in proximity to any Forest resources. Therefore, there are no impacts and no mitigation is required.
- b) The Project will not result in the loss of forest land or conversion of forest land to non-forest use. The Project is not located in proximity to any Forest resources. Therefore, there are no impacts and no mitigation is required.
- c) The Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. The Project is not located in proximity to any Forest resources. Therefore, there are no impacts and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

AIR QUALITY Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Air Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: "Temescal Canyon Road Improvement Project Focused Air Quality and Climate Change Evaluation County of Riverside, California," prepared by Urban Crossroads, dated December 8, 2010 (AQ Analysis), Appendix B

Findings of Fact:

- a) According to the AQ Analysis, implementation of the Project will not conflict with or obstruct implementation of the applicable air quality plan. The Project is in compliance with the SCAQMD's 2007 Air Quality Management Plan (AQMP).

The SCAQMD has published the Draft Final 2007 AQMP, which was adopted by the SCAQMD Governing Board on June 1, 2007. In September 2007, the CARB Board adopted the SCAQMD 2007 AQMP as part of the SIP. The purpose of the 2007 AQMP for the SCAB (and those portions of the Salton Sea Air Basin under the SCAQMD's jurisdiction) is to set forth a comprehensive program that will lead these areas into compliance with federal and state air quality planning requirements for ozone and PM_{2.5}. On September 27, 2007, the CARB Board adopted the State Strategy for the 2007 State Implementation Plan and the 2007 South Coast Air Quality Management Plan as part of the (SIP). Additionally, the 2007 AQMP has been submitted to the U.S. EPA for approval, no timeline on the approval is available at this time.

As part of the 2007 AQMP, the SCAQMD is requesting U.S. EPA's approval of a "bump-up" to the "extreme" nonattainment classification for ozone in the SCAB, which would extend the attainment date to 2024 and allow for the attainment demonstration to rely on emission reductions from measures that anticipate the development of new technologies or improvement of existing control technologies. Although PM_{2.5} plans for nonattainment areas were due in April 2008, the 2007 AQMP also focuses on attainment strategies for the PM_{2.5} standard through stricter control of sulfur oxides, directly-emitted PM_{2.5}, NO_x, and VOCs. The need to commence PM_{2.5} control strategies before April 2008 is due to the attainment date for PM_{2.5} (2015) being much earlier than that for ozone (2021 for the current designation of severe-17 or 2024 for the extreme designation). However, it should be noted that the PM_{2.5} plans are still in the process of being submitted. Control measures and strategies for PM_{2.5} will also help control ozone generation in the region because PM_{2.5} and ozone share similar precursors (e.g., NO_x). The SCAQMD has integrated PM_{2.5} and ozone reduction control measures and strategies in the 2007 AQMP. In addition, the AQMP focuses on reducing VOC emissions, which have not been reduced at the same rate as NO_x emissions in the past. Hence, the SCAB has not achieved the reductions in ozone as were expected in previous plans.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

The 2007 AQMP was based on assumptions provided by both CARB and SCAG in the new EMFAC2007 model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the 2007 AQMP has assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2004 RTP. The 2007 AQMP also has assumed that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. The Project's consistency with the 2007 AQMP is discussed as follows:

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. As evaluated as part of the Project LST analysis (previously presented), the Project will not exceed the short-term construction standards for localized emissions. Additionally, the regional construction and operational emissions will not exceed the respective SCAQMD regional threshold criteria and therefore a less than significant impact is expected. On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2011 or increments based on the years of project build-out phase.

The Project is not emissions-generating in nature as it involves the construction of a road improvement project for the purpose of safety and operational efficiency, therefore the Project will not conflict with any assumptions contained in the AQMP.

Since the Project satisfies both of the two aforementioned criterion for determining consistency, the Project is deemed consistent with the AQMP and a less than significant impact is expected.

- b) Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts will occur during site grading and Project construction. Long-term air quality impacts will occur once the Project is in operation.

Construction Emissions

Construction activities associated with the proposed Project will result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}.

For purposes of this analysis the Road Construction Emissions Model, Version 6.3.2 was utilized to calculate emissions resulting from the proposed Project. The Road Construction Emissions Model, developed by the Sacramento Metropolitan Air Quality Management District is an

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

accepted method for analysis of road construction impacts for projects in the jurisdiction of the South Coast Air Quality Management District in lieu of the URBEMIS 2007 emissions inventory model which is geared more towards traditional land use development projects (<http://aqmd.gov/ceqa/models.html>).

The grading phase is expected to last approximately 2 months. Grading will generate approximately 51,900 cubic yards of cut and 31,100 cubic yards of fill. Due to compaction and shrinkage it is anticipated that this will result in a balance of earthwork on the site. Construction activities are expected to occur in three (3) distinct and independent phases of construction (no overlap is expected to occur).

Phase 1: The grubbing/land clearing process is anticipated to involve the following equipment: 1 scrapers, 1 rubber-tired dozers, 1 signal board, and 1 water truck and will be operational for a maximum of eight (8) hours per day.

Phase 2: The grading process is anticipated to involve the following equipment: 3 scrapers, 2 rubber-tired dozers, 1 signal board, and 1 water trucks and will be operational for a maximum of eight (8) hours per day.

Phase 3: Utility construction (above and below ground) is assumed to take place concurrent with the paving activity, over a period of 12 months. Utility construction will likely involve the installation of the following utilities: reclaimed water line and the relocation of the following utilities: water line. It is anticipated that the following equipment will be used: 2 excavators, 1 grader, 5 other equipment (miscellaneous construction equipment that a project may utilize. By way of the URBEMIS model defaults, it is assumed that these pieces of equipment would be rated at 190 HP or less and could thus include any combination or variation of: pumps, rollers, rough terrain forklifts, aerial lifts, air compressors, cement and mortar mixers, concrete/industrial saws, crawler tractors, crushing/processing equipment, excavators, forklifts, graders, etc.), and 1 water truck and will be operational for a maximum of eight (8) hours per day.

Paving activities are assumed to take place concurrently with the utility construction, and last the duration of approximately 6 weeks. Paving activities will likely include the following equipment: 1 grader, 1 paver, 1 paving equipment, 3 rollers, 2 scrapers, and 1 water truck and will be operational for a maximum of eight (8) hours per day.

A traffic control plan will be developed to be utilized during the construction phase of the Project. It is not anticipated that the roadway will be shut down in its entirety during construction; however, lane closures and lane diversions will occur.

Construction Emission Summary

Assuming a "worst-case" scenario for construction activity, the estimated maximum daily construction emissions are summarized on Table 1, *Emissions Summary of Construction Activities (Pounds Per Day) (Without Mitigation)*. Detailed construction model outputs are presented in the AQ Analysis. Under the assumed "worst-case" conditions, emissions resulting from Project construction will not exceed criteria pollutant thresholds established by the SCAQMD.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**Table 1
Emissions Summary of Construction Activities (Pounds Per Day) (Without Mitigation)**

Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Grubbing/Land Clearing	4.4	35.5	19.7	--	26.1	6.5
Maximum Daily Emissions	4.4	35.5	19.7	--	26.1	6.5
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO
Grading/Excavation	9.7	85.4	43.2	--	28.1	8.4
Maximum Daily Emissions	9.7	85.4	43.2	--	28.1	8.4
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO
Drainage/Utilities/Sub-Grade	4.9	34.8	22.2	--	26.9	7.3
Paving	8.2	62.5	32.1	--	3.6	3.3
Maximum Daily Emissions	13.1	97.3	54.3	--	30.5	10.6
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Operational Emissions Impacts

In the long-term, the proposed Project would merely replace and upgrade an existing roadway. As such the Project itself will not generate any new vehicular emissions and there would be no net increase in criteria pollutants with long-term operation of the proposed Project and impacts would be less than significant. Furthermore, the purpose of the Project is to improve safety and operational efficiency of the roadway.

- c) The portion of the South Coast Air Basin within which the Project is located is designated as a nonattainment area for ozone, PM₁₀, and PM_{2.5} under both state and federal standards. Since the proposed Project is in conformance with the AQMP and the only Project-generated emissions will not exceed SCAQMD thresholds for either construction or operations, the Project's incremental contribution to criteria pollutant emissions for which the region is non-attainment is not cumulatively considerable. With the incorporation of **MM Air Quality 1** impacts will be considered less than significant.
- d) According to the AQ Analysis, implementation of the Project will not expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). The SCAQMD produced look-up tables for projects up to 5 acres in size. Larger projects are advised to rely on dispersion modeling to determine localized pollutant concentrations. Since the Project is not larger than 5 acres in size, dispersion modeling was not required and the SCAQMD look-up tables were utilized. For purposes of this analysis, and to provide a conservative "worst-case" estimate, the threshold values for a 2.0 acre project site (since the daily disturbance area of the proposed Project is approximately 2.0 acres) at a receptor distance of approximately 100 meters (~328 feet) have been utilized. In reality, there are no sensitive land uses (residencies, hospitals, day-cares, or schools) even within 100 meters of the Project, however to provide a conservative (health protective) analysis, a 100 meter receptor distance is assumed for analysis purposes only.

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (SCAQMD, June 2003).

Table 2, *Localized Significance Summary Construction (Without Mitigation)* presents the results of localized emissions during construction activity. Emissions resulting from Project construction will not exceed localized thresholds established by the SCAQMD. No impacts are anticipated and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**Table 2
Localized Significance Summary Construction (Without Mitigation)**

Activity	NO _x	CO	PM ₁₀	PM _{2.5}
Grubbing/Land Clearing	35.5	19.7	26.1	6.5
Maximum Daily Emissions	35.5	19.7	26.1	6.5
SCAQMD Localized Threshold	263	2,461	39	12
Significant?	NO	NO	NO	NO
Grading/Excavation	85.4	43.2	28.1	8.4
Maximum Daily Emissions	85.4	43.2	28.1	8.4
SCAQMD Localized Threshold	263	2,461	39	12
Significant?	NO	NO	NO	NO
Drainage/Utilities/Sub-Grade	34.8	22.2	26.9	7.3
Paving	62.5	32.1	3.6	3.3
Maximum Daily Emissions	97.3	54.3	30.5	10.6
SCAQMD Localized Threshold	263	2,461	39	12
Significant?	NO	NO	NO	NO

NOTE: PLEASE REFER TO APPENDIX "A" OF THE AQ ANALYSIS FOR DETAILED CALCULATIONS AND ESTIMATES.

- e) According to the AQ Analysis, implementation of the Project will not involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter thus, there will be no impacts in this regard.
- f) According to the AQ Analysis, implementation of the Project may result in short-term odors resulting from diesel equipment; however, there are no sensitive land uses in proximity to the site. The Project is required to comply with SCAQMD Rule 402 (nuisance rule) which regulates objectionable odors. Therefore, no significant impacts are expected with result to odors.

Mitigation: **MM Air Quality 1:** Adhere to best management practices for watering consistent with South Coast Air Quality Management (SCAQMD) Rule 403. This includes, but is not limited to watering disturbed areas during construction activity at least two times per day.

Monitoring: Riverside County Economic Development Agency; Project Construction Manager(s)

BIOLOGICAL RESOURCES Would the project

7. 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)?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: RCLIS; Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, Temescal Canyon Road Improvement Project," prepared by Principe and Associates, dated January 5, 2011 (MSHCP Consistency Analysis), Appendix C; Joint Public Review (JPR) #: 10-12-06-01, Appendix D; Determination of Biologically Equivalent or Superior Preservation Temescal Canyon Road Improvement Project prepared by Michael Richard, Ecological Resources Specialist, Riverside County Planning Department Environmental Programs Division, dated April 6, 2011 Appendix E; Jurisdictional Delineation, Temescal Canyon Road Improvement Project, prepared by Michael Richard, Ecological Resources Specialist, Riverside County Planning Department Environmental Programs Division, dated March 17, 2011 Appendix F; on-site inspection

After the Principe study (Appendix C) was completed and as a result of the JPR process (Appendix D), the wildlife agencies asked for additional survey work to further assess the potential impacts to Riparian/Riverine and jurisdictional drainages. Upon further evaluation, it was determined that these resources would be impacted. A Jurisdictional Delineation (Appendix E) and Determination of Biologically Equivalent or Superior Preservation (Appendix F) were prepared to subsequently address impacts to these resources and are discussed in the following sections

Findings of Fact:

- a) The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.

According to the MSHCP Consistency Analysis, the boundaries of the Project site are located within portions of Cell #2931 of Cell Group E and Cell #3035 of Cell Group F in the Temescal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Wash West Sub Unit (SU3) of the Temescal Canyon Area Plan. There are no aquatic features present along the boundaries of the Project site that qualify as wetlands. The Project site does not provide required growing habitats for the nine Narrow Endemic Plant Species. The Project site does not provide required growing habitats for the seven Criteria Area Species. The Project site is not occupied by the burrowing owl and also does not provide critical habitat for this species. For these reasons, focused surveys are not recommended. The Project is then consistent with Species Conservation Objective 5 of the MSHCP that was developed for the burrowing owl. An application and MSHCP Consistency Analysis (JPR #: 10-12-06-01) for Joint Public Review (JPR) was submitted to the Western Riverside Regional Conservation Authority (RCA) in December 2010. This application was approved by the RCA on January 12, 2011 and forwarded to the California Department of Fish and Game or U. S. Fish and Wildlife Service for their review and comment.

Section 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools)

As a result of the JPR process (Appendix D), the wildlife agencies asked for additional survey work to further assess the potential impacts to riparian/riverine resources and jurisdictional drainages. Upon further evaluation, it was determined that these resources would be impacted. A Jurisdictional Delineation (Appendix E) and Determination of Biologically Equivalent or Superior Preservation (Appendix F) were prepared to subsequently address impacts to these resources.

Four vegetation communities occur in the vicinity of the proposed project; non-native grassland, coastal sage scrub, disturbed riparian woodland and developed/paved. Non-native grassland is mostly associated with the golf driving range located northeast of the intersection of Temescal Canyon Road with Dawson Canyon Road. Coastal sage scrub occurs on the hill west of the bend in Temescal Canyon Road near the northern extend of the Project area and is scattered throughout the vicinity adjacent to riparian areas. Disturbed riparian woodland is the only jurisdictional vegetation type found in the area.

Three jurisdictional drainages occur on the west side of Temescal Canyon Road. These drainages flow under the road through culverts and converge on the east side of Temescal Canyon Road into two drainage systems, both of which flow ultimately into Temescal Wash. The drainages on the west side of the road are man-made channels, which collect water from natural drainages and sheet flow from the west to convey water in to culverts under Temescal Canyon Road. On the east side of the road the drainages are more natural and surrounded by dense riparian vegetation including elderberry (*Sambucus mexicanus*), mulefat (*Baccharis salicifolia*), arroyo willow (*Salix lasiolepis*), coast live oak (*Quercus agrifolia*), sycamore (*Platanus racemosa*) and cottonwood (*Populus fremontii*). In general this riparian woodland is highly disturbed and consists of a fair number of invasive and/or non-riparian species including eucalyptus (*Eucalyptus cumuldulensis*), ricin (*Ricinus communis*), arundo (*Arundo donax*) and tree tobacco (*Nicotiana glauca*).

All drainage courses which possess bed and bank features have connectivity to Temescal Wash are ACOE and CDFG jurisdictional and were mapped as shown on Figure 4 of the *Jurisdictional Delineation (JD)* prepared for the Project. The extent of all riparian vegetation associated with these drainages was also mapped to determine CDFG jurisdictional habitat as shown on Figure 5 of the *JD*.

No ACOE jurisdictional wetlands are present and no vernal pools occur onsite.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Federal Jurisdiction

Areas under ACOE jurisdiction which will be impacted by the Project consist of 0.282 acre of non-wetland Waters of the U.S. All drainages ultimately flow into Temescal Wash which flows into the Santa Ana River and ultimately, the Pacific Ocean.

Since the area of jurisdictional impacts to ACOE watercourses will not exceed 0.5 acres, these impacts would be covered under a Nationwide Permit issued by the ACOE.

State Jurisdiction

Areas under CDFG jurisdiction which will be impacted by the Project consist of 1.785 acre of streambeds and riparian habitat.

Federal Permitting

Impacts to Waters of the U.S. are regulated by the ACOE by Section 404 of the Clean Water Act (33 USC 401 et seq.; 33 USC 1344; USC 1413; and Department of Defense, Department of the Army, Corps of Engineers 33 CFR Part 323). A Federal Clean Water Act Section 404 Permit will be required for the impacts upon 0.282 acres of Waters of the U.S. created by this Project. Since the proposed Project impacts do not exceed 0.5 acres in area, a Nationwide Permit should suffice for these impacts.

A Clean Water Act Section 401 Water Quality Certification, which is administered by the Regional Water Quality Control Board (RWQCB), must be issued prior to any 404 Permit issuance. All areas considered ACOE jurisdictional would be covered under the 401 certification.

State Permitting

The CDFG regulates alteration or impacts to streambeds, lakes and associated riparian habitats under California Fish and Game Code 1602. The CDFG requires a Streambed Alteration Agreement (SAA) for the projects will divert or obstruct the natural flow of water; change the bed, channel or bank of any stream; or use any material from a streambed. The SAA is a contract between the applicant and CDFG stating what activities can occur within the riparian zone and stream course. Any impacts to CDFG habitat would be regulated under California Fish and Game Code and require an SAA.

The RWQCP also takes jurisdiction under the Porter Cologne Act over areas considered jurisdictional by the CDFG, but not under the jurisdiction of ACOE. Impacts to these areas may require a Report of Waste Water Discharge through the RWQCP.

EDA is in the process of obtaining the 404/401 and 1602 permits from the resource agencies.

The loss of Riparian/Riverine habitat will be mitigated through off-site habitat creation and enhancement. Implementation of a habitat creation and enhancement plan will provide adequate mitigation for the unavoidable impacts associated with the Project. During the four years of subsequent monitoring, any method necessary to ensure the success criteria will be implemented. The chosen mitigation site is approximately 2 miles northeast on the Lake Matthews Reserve. Lake Matthews Reserve is managed by the Riverside County Habitat Conservation Agency

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

(RCHCA) which has been conducting removal of tamarisk and other invasive species over several drainages within the reserve. These areas are now ready for creation and enhancement of riparian woodland habitat. All of the drainages considered have connectivity to Temescal Wash which makes them suitable locations for mitigation to the impacts associated with the Temescal Canyon Road Improvement Project.

Please refer to the DBESP Report (Appendix E) for further details regarding the proposed mitigation site and the habitat creation and enhancement plan. Mitigation measures **MM Bio 1** through **MM Bio 3** have been added to reduce impacts to Riparian/Riverine habitat to a less than significant level.

MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

The Project is located in the Narrow Endemic Plant Species Survey Area (NEPSSA) for Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), 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*). Based on the MSHCP Consistency Analysis dated January 5, 2011, Principe and Associates concluded that none of the species were observed during Principe's site visit on April 22, May 12 and July 15, 2010. Principe and Associates determined no high-quality native habitats occur within the Project site boundaries that can support the NEPSSA species. Principe reports that there are no suitable soils for any of the NEPSSA species within the Project footprint. Based on the information provided by Principe and Associates, the Project demonstrates consistency with Section 6.1.3 of the MSHCP.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

The Project is located in a Criteria Area Species Survey Area (CASSA) for thread-leaved brodiaea (*Brodiaea filifolia*), Davidson's saltscale (*Atriplex davidsonii*), Parish's brittlescale (*Atriplex parishii* var. *parishii*), smooth tarplant (*Centromadia pungens* subsp. *laevis*), round-leaved filaree (*Erodium macrophyllum*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), and little mousetail (*Myosurus minimus* subsp. *apus*). According to the information provided by Principe, the CASSA species require clay and/or alkali soils, which are not present on the Project site. Therefore since the suitable soils are not present on the site, no focused surveys were warranted. The Project is also located in an Additional Survey Area for Burrowing Owl (*Athene cunicularia hypugaea*). Based on the MSHCP Consistency Analysis dated January 5, 2011, Principe and Associates, no signs of owls or occupied burrows were observed on site during site visits on April 22, May 12, July 15 and September 7, 2010. Principe and Associates noted that the Project site is highly disturbed, mostly paved, and lacks suitable burrowing owl burrows. Principe and Associates determined that there was no suitable burrow habitat on site, and therefore determined that no focused surveys were warranted. Based on the information provided by Principe and Associates, the Project demonstrates consistency with Section 6.3.2 of the MSHCP.

The Project site does support suitable nesting bird habitat. The CDFG administers the California Fish and Game Code (Section 3500) which states "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird." Therefore, project related activities must avoid take of nesting birds. The Migratory Bird Treaty Act (MBTA) also makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

bird listed in the treaty. Implementation of Mitigation Measure **MM Bio 4** will ensure no impacts to nesting birds will occur.

MSHCP Section 6.1.4 (Urban Wildlands Interface)

To preserve the integrity of areas adjacent to the Project site which are proposed Conservation Areas, the guidelines contained in Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area shall be implemented by the Permittee in their actions relative to the Project. Mitigation Measures **MM Bio 5** through **MM Bio 11** will be implemented to ensure that these potential impacts are reduced to a less than significant level.

In California, the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Board (RWQCB), administer the National Pollutant Discharge Elimination System (NPDES) permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb one acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small Municipal Separate Storm Sewer System (MS4) stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations. The Project will be required to comply with all provisions of the NPDES permit program. Additionally, this Project will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) which will identify appropriate best management practices (BMPs). Thus, potential impacts to receiving waters from future development would be reduced through compliance with the NPDES regulations and incorporation of BMPs. The Project is also consistent with the MSHCP Section 7.5.3 through compliance with NPDES regulations and incorporation of BMPs. For these reasons, the proposed Project is anticipated to have a less than significant effect with mitigation measures implemented with respect to conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional or state conservation plan.

- b) The Project will not 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). Please reference the thorough discussion in Response 7.a above. For these reasons discussed in this Section, the Project is anticipated to have a less than significant effect with mitigation measures implemented with respect to incurring 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). Impacts will be considered less than significant with mitigation incorporated.
- c) The Project will not 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. Wildlife Service. Please reference the thorough discussion in Response 7.a above. Impacts will be considered less than significant with mitigation incorporated.
- d) The Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. According to the MSHCP Consistency Analysis, the boundaries of the Project site do not provide a

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

wildlife movement corridor for migrations, foraging or for finding a mate through this portion of the Temescal Valley. No Impacts are anticipated and no mitigation is required.

- e) The Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service with implementation of Mitigation Measures **MM Bio 1** through **Bio 3**. Please reference the thorough discussion in Response 7.a above. For these reasons discussed in this Section, the Project is anticipated to have a less than significant effect with mitigation measures implemented.
- f) The Project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Please reference the thorough discussion in Response 7.a above. For these reasons discussed in this Section, the Project is anticipated to have a less than significant effect with mitigation measures implemented.
- g) The Project will not conflict with any local policies or ordinances protecting biological resources. As discussed in the response to item 7.a., implementation of the Project will not conflict with any local policies protecting biological resources identified in the County of Riverside (COR) General Plan or ordinances protecting biological resources with the implementation of mitigation measures. However, the Project will conflict with local policies or ordinances pertaining to tree preservation. Please reference Response 1.b above. Compliance with Mitigation Measure **MM Aesthetics 1** will reduce impacts to a less than significant level. Therefore, any impacts are considered less than significant with mitigation incorporated. No additional mitigation is required.

Mitigation: **MM Bio 1:** The riparian species will be planted during the winter of 2011-12 to coincide with the rainy season. Willow and mulefat trimmings shall be planted throughout the drainage courses of all mitigation areas and individual young cottonwood trees will be hand planted at approximately 100 foot intervals along the drainages. Giant wild rye seed will be applied along the upper portions of the banks for fifty linear feet between each pair of planted cottonwood trees.

MM Bio 2: Monitoring of the riparian vegetation shall be required annually in the autumn for four years following planting (2012-15). Monitoring shall be coordinated by Riverside County Habitat Conservation Agency (RCHCA), which shall submit reports to USFWS and CDFG. Annual success criteria shall be at least 70% cover of the mitigation area in each drainage by riparian forest habitat. If coverage of riparian forest habitat is less than 70% in any drainage, additional planting of willow and mulefat trimmings shall be completed during the following rainy season. Monitoring observations must also demonstrate that no less than 80 of the 135 cottonwoods planted (60% of total) are still living.. Monitoring shall demonstrate that 50% of the area seeded with giant wild rye continues with adequate growth.

MM Bio 3: The impacts to Riverine/Riaprian habitat associated with this Projects shall be mitigated through riparian woodland habitat creation and enhancement off-site at a ratio of 3:1.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

MM Bio 4: If Project related ground or vegetation removal/disturbance takes place during the nesting season (February 1 – August 31), a 30-day pre-construction nesting bird survey shall be conducted by a qualified biologist. If active nests are located, the qualified biologist shall implement avoidance measures to ensure no impacts occur.

MM Bio 5: Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas.

MM Bio 6: Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts such as manure, which are potentially toxic or may adversely affect wildlife species, habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and run-off.

MM Bio 7: Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

MM Bio 8: Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards.

MM Bio 9: Consider the invasive, non-native plant species listed in *Table 6-2* of the MSHCP in approving landscape plans to avoid the use of invasive species for the portions of the Project that are adjacent to the MSHCP Conservation Area. Landscape plans shall be reviewed and approved by the County prior to development to incorporate planting of species not listed in *Table 6-2*. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

MM Bio 10: Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate in individual Project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into the MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or appropriate mechanisms.

MM Bio 11: Manufactured slopes associated with the proposed site development shall not extend into the MSHCP Conservation Area.

Monitoring: Riverside County Economic Development Agency; Project Construction Manager(s)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES Would the project				
8. Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Phase I Cultural Resources Assessment Temescal Canyon Road Improvement Project Corona Vicinity, Riverside County, California, prepared by PBS&J, dated March 10, 2011, Confidential Appendix G

Findings of Fact:

- a) A Phase I Cultural Resources Assessment (CRA) was performed by PBS&J, including the review of known and previously recorded resources at the California Historical Resources Information System (CHRIS) center for Riverside County (Eastern Information Center [EIC]) and a pedestrian survey. The results of the EIC records search indicated that no historic age sites are known within the Project area, and no historic age sites were detected during the pedestrian survey. Therefore, the proposed project will not alter or destroy a historic site, defined as a resource aged at least 45 years and not of prehistoric composition. No impacts are anticipated and no mitigation is required.
- b) The results of the EIC records search presented in the Phase I CRA indicated that one known and previously recorded prehistoric resource is known within and near the Project area (CA-RIV-1099). Previous studies performed in and near to the Project area determined that this resource had been destroyed by development in and near to the Project area over time and that the resource lacked integrity, and was unlikely to yield information important to prehistory. This resource could not be detected during previous surveys conducted near the Project area, and could not be detected within the Project area during the 2011 pedestrian survey. For these reasons, the resource was recommended ineligible for inclusion in the California Register of Historical Resources (CRHR) and is therefore not considered a historical resource as defined in California Code of Regulations, Section 15064.5. No additional resources were detected within the Project area through the review of the records search at the EIC or during the pedestrian survey. Thus, no historical resources are known within the Project area, and the proposed project is not anticipated to cause a substantial adverse change in the significance of a historical resource. However, there is always the possibility that currently obscured or unknown cultural resources, including potential historical resources, could be uncovered as the result of project-related ground disturbance. In this case, project-related activities could result in an adverse change in the significance of a historical resource. As a result, a mitigation measure (**MM Historic 1**) is required to ensure that work ceases in the immediate vicinity of a discovered cultural resource until the appropriate treatment can be determined by a professional archaeologist and the Lead Agency. This measure has been added to reduce impacts to these resources to a less than significant level. Therefore, any impacts are considered less than significant with mitigation incorporated.

Mitigation: **MM Historic 1:** In the event that buried cultural resources are discovered during construction, such resources could be damaged or destroyed, resulting in impacts to potential historical resources. If subsurface cultural resources are encountered during construction and a professional archaeological monitor is not present at that time, all ground-disturbing activity shall cease within 100 feet of the resource. A professional archaeologist shall then be consulted to assess the find, and to determine whether the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

resource requires further study. The qualified archeological personnel shall assist the Lead Agency by generating measures to protect the discovered resources. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance under all applicable regulatory criteria.

If the resources are determined to be historical resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the professional archaeologist and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources.

Monitoring: Riverside County Economic Development Agency; Project Construction Manager(s).

9. Archaeological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Phase I Cultural Resources Assessment Temescal Canyon Road Improvement Project Corona Vicinity, Riverside County, California, prepared by PBS&J, dated March 10, 2011, Confidential Appendix G, Request for Information for the Temescal Canyon Road improvement Project (PBS&J/Atkins, Pechanga Cultural Resources, dated April 6, 2011, Appendix H

Findings of Fact:

- a) The results of the EIC records search presented in the Phase I CRA indicated that one known and previously recorded prehistoric archaeological resource is located within and adjacent to the Project area (CA-RIV-1099). Previous studies performed in and near the Project area determined that CA-RIV-1099 had been destroyed by development that occurred near to the Project area over time and that the resource lacked integrity, and that the resource was unlikely to yield information important to prehistory. This resource could not be detected during previous surveys conducted near the Project area, and could not be detected within the Project area during the 2011 pedestrian survey. Therefore, while the implementation of the proposed project could result in the alteration of this archaeological site location, such impacts would be considered less than significant since the site has been previously determined as destroyed and lacking integrity. Thus, less than significant impacts are anticipated, and no mitigation is required.
- b) The results of the EIC records search presented in the Phase I CRA indicated that 36 recorded resources, including 22 prehistoric sites; nine prehistoric isolated finds; four historic age resources; and one dual-component site are known within 1-mile of the Project area. One of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

these known and previously recorded prehistoric resources is located within and near to the Project area (CA-RIV-1099). Previous studies performed in and near the Project area determined that CA-RIV-1099 had been destroyed by development that occurred within and near to the Project area over time, lacked integrity, and was unlikely to yield information important to prehistory. This resource could not be detected during previous surveys conducted near the Project area, and could not be detected within the Project area during the 2011 pedestrian survey. For these reasons, CA-RIV-1099 does not appear to contain information needed to answer important scientific research questions; retain special or particular qualities such as being the oldest of its type or the best available example of its type; and the resource is not directly associated with a scientifically recognized important prehistoric or historic event or person. Therefore, this previously recorded resource is not considered an archaeological resource pursuant to California Code of Regulations, Section 15064.5. No additional resources were detected within the Project area through the review of the records search at the EIC or during the pedestrian survey. While CA-RIV-1099 is not considered an archaeological resource pursuant to the California Code of Regulations, Section 15064.5, the presence of this resource, as well as numerous prehistoric resources within 1-mile of the Project area indicate a moderate to high potential for the Project area to yield intact subsurface archaeological deposits during project implementation. Impacts to any potential intact subsurface deposits could result in an adverse change in the significance of an archaeological resource. As a result, mitigation measures (**MM Archaeo 1 and 2**) are required to ensure that mitigation-monitoring occurs in the undisturbed soils present within the Project area during project implementation. These measures have been added to reduce impacts to these resources to a less than significant level. Therefore, any impacts are considered less than significant with mitigation incorporated.

- c) There are no known formal cemeteries present within the Project area, and based upon the results of the EIC records search presented in the Phase I CRA, human remains are not known to occur in conjunction with the known and previously recorded archaeological site present within and near the Project area. However, the EIC records search did indicate that one archaeological site located between 0.50-mile and 1-mile from the Project area contained interred human remains located outside of a formal cemetery. These remains will not be impacted as a result of the proposed project. Therefore, the proposed project is not anticipated to result in disturbances to known human remains, including those interred outside of formal cemeteries.

In the event of inadvertent discovery or recognition of any human remains are recovered during project-related ground disturbance, the Project applicant per Section 7050.5 of the California Health and Safety shall create no further disturbance until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Section 5097.98 outlines the Native American Heritage Commission (NAHC) notification process and the appropriate procedures if the County Coroner determines the human remains to be Native American. Compliance with this standard regulation would render the proposed project impacts less than significant. No mitigation is required.

- d) A Phase I Cultural Resources Assessment (CRA) was performed by PBS&J which includes the results of a Sacred Lands File (SLF) database search completed by the NAHC. The results of the NAHC SLF search indicated that no SLF-listed Native American resources were known within the Project area or within a 0.50-mile radius. In addition, the NAHC recommended additional contact with local Tribal groups and individuals to determine the presence or absence of Native American cultural resources within the Project area, and provided a list of contacts. Letters containing project description information, the results of the pedestrian survey, and Project area maps were

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

sent to each of the listed tribal contacts. Responses were received from the Pala Band of Mission Indians and the Santa Rosa Band of Cahuilla Indians. Neither of these responses provided specific information about any known sacred uses within the Project area and deferred future comment to Tribes in closer proximity to the Project area. An additional response was received from the Pechanga Band of Luiseno Indians after the finalization of the Phase I CRA, and is included in Appendix G of this IS/MND. This response did not indicate that the implementation of the proposed project would result in the restriction of existing religious or sacred uses; however, this response outlined the presence of previously recorded prehistoric archaeological resource CA-RIV-1099 within and near the Project area. In addition, the response indicated that the Project area is located within or near the footprint of the ethnographically recorded and named Luiseno village. For these reasons, the Tribe found the Project area to be highly sensitive for cultural resources, and recommended a qualified Riverside County monitor and a Tribal monitor. An archaeological monitor has been recommended in **MM Archaeo 1** and **MM Archaeo 2**. Further, the County will invite the Tribe to monitor the project if the Tribe chooses to be present during project implementation. Thus, no religious or sacred uses are known within the Project area, and impacts are considered less than significant. No mitigation is required.

Mitigation: **MM Archaeo 1:** There is moderate to high probability that prehistoric archaeological resources, including archaeological resources pursuant to Section 15064.5 of the CEQA guidelines, will be unearthed during development within the undisturbed portions of the Project area. Therefore, an archaeological mitigation-monitoring program shall be implemented during all ground disturbing activities associated with the modification of the hill found in the northwestern portion of the Project area and/or in any subsurface areas occurring below existing utility alignments or other soil disturbances.

Full-time monitoring should continue in these specific areas until the project archaeologist determines that the overall sensitivity of the undisturbed portions of the project area have been reduced from moderate to high to low as a result of mitigation-monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring should cease.

Specifically, prior to issuance of the first preliminary or precise grading permit, and for any subsequent permit involving excavation to increased depth within previously undisturbed soils, the Lead Agency or the project applicant (as appropriate) shall provide evidence that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities occurring in undisturbed portions of the Project area.

MM Archaeo 2: Should any cultural resources be discovered as a result of the mitigation-monitoring program, the monitor is authorized to temporarily halt all grading in the immediate vicinity of the discovery while the resource is evaluated for significance. If the resource is determined to be significant (an archaeological resource and/or a historical resource), the monitor shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation and evaluation of the finds in accordance with CEQA.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency, where they would be afforded long-term preservation to allow future scientific study.

Monitoring: Riverside County Economic Development Agency; Project Construction Manager(s).

10. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?

Sources: COR GP Figure OS-8 "Paleontological Sensitivity;" Conversations with Paul Principe, Qualified County Paleontologist, December 2010.

a) The Project may directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature. According to Paul Principe, the Silverado Formation is located at the north end of the Project within an area that is proposed to be graded. This Formation has high paleontological sensitivity. No other portion of the Project site contains this Formation or any other formation that has the potential to contain paleontological resources. Since paleontological resources are sub-surface, they cannot be discovered until such time that ground disturbances occur (i.e., grading). As a result a mitigation measure (**MM Paleo 1**) for monitoring during grading operations in the Silverado Formation has been added to reduce impacts to these resources to a less than significant level. Therefore, any impacts are considered less than significant with mitigation incorporated. No additional mitigation is required.

Mitigation: **MM Paleo 1:** Prior to the issuance of a grading permit, the County shall provide a copy of the signed contract for the services of a qualified paleontological monitor for the area containing the Silverado Formation. The paleontological monitor shall be present during all ground-disturbing activities within the Silverado Formation in which sediments determined likely to contain paleontological resources are found. All paleontological resources unearthed by Project construction activities shall be evaluated by a qualified paleontologist. The paleontological monitor shall have the authority to suspend grading activities in and around any discoveries.

Monitoring: Riverside County Economic Development Agency; Project Construction Manager(s)

GEOLOGY AND SOILS Would the project

11. 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?

Sources: RCLIS; COR GP Figure S-2 "Earthquake Fault Study Zones"

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Findings of Fact:

- a) No active or potentially active faults exist on the site; therefore, there is no possibility of surface fault rupture on the site. According to the RCLIS, the Project site is not located within 1/2 mile of a fault. Therefore, implementation of the Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. No impacts are anticipated and no mitigation is required.
- b) According to COR GP Figure S-2, the Project site is not located within the Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones. Therefore the Project will not 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. No impacts are expected from the Project.

Mitigation: None required.

Monitoring: None required.

12. Liquefaction Potential Zone

- a) Be subject to seismic-related ground failure, including liquefaction?

Sources: RCLIS; COR GP Figure S-3 "Generalized Liquefaction"

Findings of Fact:

- a) According to the RCLIS and COR RP Figure S-3, the proposed Project site has a low and very low probability of seismic-related ground failure, including liquefaction. The Project will meet all of the County of Riverside's design criteria in terms of base preparation and paving depth. With these design parameters in place, any impacts would be considered less than significant. No additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

13. Ground-shaking Zone

- Be subject to strong seismic ground shaking?

Sources: COR GP Figure S-4 "Earthquake-Induced Slope Instability Map;" COR GP Figures S-13 through S-21 (showing General Ground Shaking Risk)

Findings of Fact:

According to COR GP Figure S-4 "Earthquake-Induced Slope Instability Map" and COR GP Figures S-13 through S-21 (showing General Ground Shaking Risk), the Project site is located within an area that is subject to seismic ground shaking. However, the Project will meet all of the County of Riverside's design criteria in terms of base preparation and paving depth. With these design

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

parameters in place, any impacts would be considered less than significant. No additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

14. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Sources: RCLIS; COR GP Figure S-5 "Regions Underlain by Steep Slope;" COR Ordinance No. 457; USDA Soil Survey United States Department of Agriculture Soil Conservation Service, *Soil Survey Western Riverside Area*

Findings of Fact:

a) According to the RCLIS and COR GP Figure S-5 "Regions Underlain by Steep Slope," the Project site is 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 hazard. As stated in the Project Description, the topography along the boundaries of the Project site has been altered for decades. The existing paved portion of Temescal Canyon Road is a flat, graded surface. The roadsides exhibit relatively flat-lying surfaces, as well as a prominent hillside and deep depression. The majority of the land along the boundaries of the road improvement Project site (approximately 70 percent) is flat-lying. A few depressions were dug in these areas to drain storm water runoff. Natural hillside slopes are still present in the northernmost portion of the road improvement Project site where Temescal Canyon Road was constructed on a terrace above Temescal Wash. A hill, rising approximately 60 feet above the road, is present on the west side of the roadside, which has been classified as "Silverado Formation." A rather steep slope, descending approximately 40 feet down to the floodplain of Temescal Wash, is present on the east side. Review of the "Soil Survey of Western Riverside Area, California" revealed that the surficial soils at the site are included in the Monserate-Arlington-Exeter Association (Soils of the Southern California Coastal Plain). Within this association, three soil types have been mapped on the Project site:

- GdC - Garretson gravelly very fine sandy loam, 2 to 8 percent slopes.
- RuF - Rough broken land.
- TeG - Terrace escarpments.

The Project will meet all of the County of Riverside's design criteria in terms of base preparation and paving depth for the roadway. In addition, compliance with Riverside County Ordinance No. 457 is required regardless of the Project's proposed changes to topography. Ordinance No. 457 will assure cut or fill slopes are constructed appropriately. Compliance with Ordinance No. 457 and the Uniform Building Code (UBC), will reduce potential impacts due to changes in topography and cut and fill slopes, as a result of the Project, to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Mitigation: None required.

Monitoring: None required.

15. 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?

Sources: RCLIS; COR GP Figure S-7 "Documented Subsidence Areas"

Findings of Fact:

a) According to the RCLIS and COR GP Figure S-7 "Documented Subsidence Areas," the According to the RCLIS and COR GP Figure Project site may 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. The Project will meet all of the County of Riverside's design criteria in terms of base preparation and paving depth. With these design parameters in place, any impacts would be considered less than significant. No additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

16. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Source: COR Temescal Canyon Area Plan (TCAP), Figure 13 "Steep Slope"

Findings of Fact:

a) There are no volcanoes in the Project site vicinity. The topography of the site does not include steep slopes which could generate a mudflow. There are no large bodies of water in proximity to the Project site that could produce earthquake-induced seiche, which would impact the Project site and there are no other geologic hazards that may affect the site. Therefore, no impacts associated with seiche, mudflow, volcanoes, or other geologic hazards, are anticipated.

Mitigation: None required.

Monitoring: None required.

17. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR Ordinance No. 457; Project Description; COR GP Figure S-4 "Earthquake Induced Slope Instability Map" and Figure S-5 "Regions Underlain By Steep Slopes;" COR Ordinance No. 457

Findings of Fact:

- a) Grading for the Project will generate 51,900 cubic yards of cut and 31,100 cubic yards of fill, resulting in a balance of earthwork on the site. This will result in a reshaping of the topography and ground surface relief features of the site. Compliance with Riverside County Ordinance No. 457 is required regardless of the Project's proposed changes to topography. Ordinance No. 457 will assure cut or fill slopes are constructed appropriately. Compliance with Ordinance No. 457 and the Uniform Building Code (UBC), will reduce potential impacts due to changes in topography and cut and fill slopes, as a result of the Project, to a less than significant level.
- b) The Project will not create cut or fill slopes greater than 2:1; however, it will create slopes that are higher than 10 feet. These are located primarily in the northerly portion of the Project site, both the west and east of the proposed roadway (reference Figure 3, *Temescal Canyon Road Roadway Design*) on page 10 of this Environmental Assessment. An additional slope, higher than ten feet is located in the southerly portion of the Project site, on the east side of the roadway, north of the existing driving range. Compliance with Riverside County Ordinance No. 457 is required regardless of the Project's proposed changes to topography. Ordinance No. 457 will assure cut or fill slopes are constructed appropriately. Compliance with Ordinance No. 457 and the Uniform Building Code (UBC), will reduce potential impacts due to changes in topography and cut and fill slopes, as a result of the Project, to a less than significant level.
- c) The Project will not result in grading that affects or negates subsurface sewage disposal systems as none are located on-site or proposed as part of the Project. No impacts are expected from the Project. No mitigation is required.

Mitigation: None required.

Monitoring: None required.

18. Soils	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Sources: Project Description; Uniform Building Code (1994); USDA Soil Survey United States Department of Agriculture Soil Conservation Service, *Soil Survey Western Riverside Area*

Findings of Fact:

- a) The Project will not result in substantial soil erosion or the loss of topsoil. The Project site has been previously disturbed from grading and roadway improvements. Any topsoil that is located on the Project site would be minimal. Also, the Project is not used for agricultural purposes; therefore, the presence of topsoil on site is not necessary. No impacts are expected from the Project. No mitigation is required.
- b) The Project will not 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. Review of the "USDA Soil Survey United States Department of Agriculture Soil Conservation Service, *Soil Survey Western Riverside Area.*" revealed that the surficial soils at the site are included in the Monserate-Arlington-Exeter Association (Soils of the Southern California Coastal Plain). Within this association, three soil types have been mapped on the Project site:

GdC - Garretson gravelly very fine sandy loam, 2 to 8 percent slopes.
 RuF - Rough broken land.
 TeG - Terrace escarpments.

On-site soils are expected to range from very low to low in expansion. No impacts are expected from the Project. No mitigation is required.

- c) The Project will not have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Due to the nature of the Project, none of these impacts will occur. No mitigation is required.

Mitigation: None required.

Monitoring: None required.

19. Erosion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR Ordinance No. 754; Project Description

Findings of Fact:

- a) The Project will not change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake. The Project has been designed in accordance with the County's grading and water quality requirements as discussed in Section 25 (Hydrology) of this EA. The Project will not substantially alter the existing drainage pattern of the site or area. Implementation

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

of appropriate erosion control BMPs, and adherence to applicable provisions of County Ordinance No. 754 (*An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls*), potential impacts to the modification of the channel of a river, stream, or lake bed are considered less than significant.

- b) The Project will not result in any increase in water erosion either on or off site. Please reference the discussion in 19.a., above. Any impacts are considered less than significant and no additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

20. 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?

Sources: COR GP Figure S-8 "Wind Erosion Susceptibility Map"; COR Ordinance No. 484

Findings of Fact:

- a) The Project site lies within a moderate area of wind erosion. Development of the Project will decrease the amount of exposed dirt, which is subject to wind erosion, with the incorporation of concrete, asphalt, and landscaping. No changes will be made on adjacent properties that would increase wind erosion offsite that would impact this Project. Current levels of wind erosion on adjacent properties that would impact this site are considered less than significant. During the construction phase, compliance with SCAQMD Rule 403 will be implemented to reduce the potential for wind erosion and the release of airborne particulate matter into the air throughout the site. Rule 403 requires (among other measures) that exposed soils be treated at least twice per day with water or chemical stabilizers, restricting vehicle speeds on unpaved roads, requires vegetative covers on inactive areas of exposed earthwork, as well as the cessation of grading work when wind speeds exceed 25 miles per hour. Compliance with Rule 403 as well as COR Ordinance No. 484 will reduce impacts to below the level of significance during the grading and construction phases of the Project. During the operation of the Project, landscaping and hardscaping are anticipated to reduce the potential impacts associated with blowing sand during wind events to less than significant levels.

Mitigation: None required.

Monitoring: None required.

GREENHOUSE GAS EMISSIONS Would the project

21. 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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

emissions of greenhouse gases?

Source: "Temescal Canyon Road Improvement Project Focused Air Quality and Climate Change Evaluation County of Riverside, California," prepared by Urban Crossroads, dated December 8, 2010 (CC Evaluation), Appendix B

Findings of Fact:

According to Section 5.4 of the CC Evaluation, based on Project greenhouse gas emissions estimates, it is not anticipated that the Project alone would substantially contribute to global greenhouse gas emissions inventories. The following Interim Significance Thresholds (extracted from the CC Evaluation) have been utilized in the analysis for this Section. These Interim Significance Thresholds were prepared by the California Air Resources Board (CARB).

CARB's Preliminary Draft Staff Proposal for Interim Significance Thresholds

Although State of California, Governor's Office of Planning and Research (OPR), was tasked with updating the CEQA guidelines for Green House Gasses (GHGs), OPR asked CARB in its Technical Advisory to recommend GHG-related significance thresholds to assist lead agencies in their significance determination. CARB Staff released a draft proposal on October 24th, 2008 with interim guidance on significance thresholds. In its proposal, Staff noted that non-zero thresholds can be supported by substantial evidence, but thresholds should nonetheless be sufficiently stringent to meet the State's interim (2020) and long-term (2050) emissions reduction targets. The proposal takes different approaches for different sectors – (1) industrial projects and (2) residential and commercial projects. Although CARB Staff proposed a numerical threshold for the GHG emissions of industrial projects, none were proposed for commercial (and residential) projects.

For residential and commercial projects, CARB Staff recommends that if a project complies with a previously approved plan that addresses GHG emissions, would not have a cumulatively considerable incremental contribution to impacts identified in the previously approved plan, and has a number of specific attributes related to meeting and monitoring GHG targets, then it will not be considered to have significant GHG emissions. Alternatively, if those standards cannot be met, Staff recommends a threshold based on implementation of performance standards, or equivalent mitigation measures, addressing energy use, transportation, water use, waste and construction. Specific performance standards are not presented for water, waste, construction, or transportation; however, CARB Staff recommends the California Energy Commission's Tier II Energy Efficiency standards (specified as 35% above Title 24 requirements) for the energy performance standard, and references existing GHG-reducing programs, such as LEED, GreenPoint Rated and the California Green Building Code, as possible reference sources for the other performance standards.

The draft proposal has been very controversial and Staff may consider bringing a revised draft to the Board in the future, however no plans are confirmed at this time. A key preliminary conclusion from the draft thresholds, however, is that CARB Staff, in setting a numerical threshold for industrial projects and suggesting performance standards, does not believe a "zero threshold" is mandated by CEQA. Similarly, South Coast Air Quality Management District Staff, in proposing interim industrial thresholds, explicitly stated in a December 5, 2008 report that a zero threshold would not be feasible to implement.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Air District Recommendations for Significance Thresholds

The several air districts in California are currently addressing climate change issues by developing significance thresholds, performance standards, and mitigation measures. To date, no air district, however, has adopted a threshold of significance under CEQA for GHG emissions for non-industrial projects. The South Coast Air Quality Management District (“SCAQMD”) adopted a screening significance threshold for industrial projects of 10,000 MT CO₂ equivalent that incorporates a tiered decision tree approach to apply performance standards. SCAQMD also is in the preliminary stages of identifying screening significance thresholds for commercial and residential projects (3,000 MT CO₂ equivalent). (SCAQMD Working Group Meeting #14, November 19, 2009). Like CARB, SCAQMD Staff, in proposing interim industrial thresholds, explicitly stated in a December 5, 2008 report that a zero threshold would not be feasible to implement.

Project-Related Carbon Dioxide Emissions

For purposes of this analysis, greenhouse gas emissions have been quantified for construction activity as discussed in Section 4.0 of this report. Construction emissions were then amortized over a 30-year period (as recommended by the SCAQMD for construction activity) and compared to the applicable SCAQMD threshold.

The Road Construction Emissions Model provides quantified estimates for construction-source CO₂ emissions. CH₄ and N₂O GHG emissions are also known to be emitted from construction equipment, but are not directly calculated within the Road Construction Emissions Model. CH₄ and N₂O emissions associated with construction emissions from off-road equipment were determined by scaling the construction CO₂ emissions predicted by Model by the ratio of CH₄/CO₂ and N₂O/CO₂ emissions expected per gallon of diesel fuel according to The Climate Registry General Reporting Protocol Version 3.1 diesel fuel emissions estimates (The Climate Registry 2009). The Climate Registry emission factor for CO₂ is 10.15 kilograms (kg) CO₂ per gallon of diesel fuel. Construction equipment using diesel fuel emits 0.58 grams CH₄ per gallon and 0.26 grams N₂O per gallon (The Climate Registry 2009). The ratios of CH₄ and N₂O to CO₂ per gallon of diesel fuel are 0.0006 and 0.0003, respectively. CO₂ emissions for each year were multiplied by these ratios to estimate CH₄ and N₂O emissions from construction equipment operation. These emissions were then converted to CO₂e using the GWPs of each gas.

CO₂e emissions resulting from construction activities are presented in Table 3, *Total Greenhouse Gas Emissions (Annual) (Metric Tons Per Year)*. The CC Evaluation contains detailed calculations and supporting documentation.

Threshold of Significance

For purposes of this analysis, the threshold applicable to the Project is whether or not the Project will exceed the SCAQMD’s interim draft 3,000 MT CO₂e threshold under consideration or the CAPCOA 900 MT CO₂e screening threshold. It is estimated that the Project will result in emissions of approximately 24.81 metric tons per year of CO₂e (amortized over 30-years as recommended by SCAQMD for construction activity) which is less than the SCAQMD’s 3,000 MT CO₂e and the CAPCOA 900 MT CO₂e screening threshold. Based on Project greenhouse gas emissions estimates, it is not anticipated that the proposed Project alone would substantially contribute to global greenhouse gas emissions inventories. Therefore, implementation of the Project will not generate

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts are considered less than significant.

**Table 3
Total Greenhouse Gas Emissions (Annual) (Metric Tons Per Year)**

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄ (CO ₂ E)	N ₂ O (CO ₂ E)	Total CO ₂ E
Total Project Emissions	673.04	8.48	62.59	744.11
Total Project Emissions Amortized over 30 Years	22.44	0.28	2.09	24.81
		SCAQMD Threshold		3,000
		Significant?		NO
		CAPCOA Screening Threshold		900
		Significant?		NO

b) According to Section 5.4 of the CC Evaluation, based on Project greenhouse gas emissions estimates, it is not anticipated that the Project alone would substantially contribute to global greenhouse gas emissions inventories. Please see the discussion in 21.a., above. Therefore, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts are considered less than significant.

Mitigation: None required.

Monitoring: None required.

HAZARDS AND HAZARDOUS MATERIALS Would the project

22. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 environ-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

ment?

Sources: Thomas Bros; Project Description

Findings of Fact:

- a) The Project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Hazardous materials may be used during the construction phase of development. These will be limited to the construction phase and be subject to local, state and federal regulations as they pertain to the transport and handling of these materials. This will also apply to the transport and handling of hazardous materials during the operational phase, once the roadway is constructed and additional trips are added to the roadway. These impacts are considered less than significant, as existing rules and regulations will be in place to address the routine transport, use, or disposal of hazardous materials. No additional mitigation is required.
- b) The Project may 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. Hazardous materials may be used during the construction phase of development. These will be limited to the construction phase and be subject to local, state and federal regulations as they pertain to the transport and handling of these materials. This will also apply to the transport and handling of hazardous materials during the operational phase, once the roadway is constructed and additional trips are added to the roadway. These impacts are considered less than significant, as existing Federal, State and County rules and regulations will be in place to address the routine transport, use, or disposal of hazardous materials. No additional mitigation is required.
- c) The Project will not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. To the contrary, the Project is an expansion of an existing roadway to General Plan standards and this will serve to enhance any adopted emergency response plan or an emergency evacuation plan. No impacts are anticipated and no mitigation is required.
- d) The Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing (Temescal Valley Elementary School), or proposed school. As stated in 22.b., above, Hazardous materials may be used during the construction phase of development. These will be limited to the construction phase and be subject to local, state and federal regulations as they pertain to the transport and handling of these materials. This will also apply to the transport and handling of hazardous materials during the operational phase, once the roadway is constructed and additional trips are added to the roadway. These impacts are considered less than significant, as existing Federal, State and County rules and regulations will be in place to address the routine transport, use, or disposal of hazardous materials. No additional mitigation is required.
- e) The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. No impacts are anticipated and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Mitigation: None required.

Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
23. Airports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCLIS; COR ALUC; COR TCAP Figure 5 "Corona Municipal Airport Influence Policy Area"

Findings of Fact:

- a) According to the RCLIS and the COR TCAP, the Project site is not located within an Airport Influence Area or an Airport Compatibility Zone. The nearest airport is the Corona Municipal Airport, which is approximately 10 miles from the Project. Therefore, the Project will not result in an inconsistency with an Airport Master Plan. No impacts are expected from the Project.
- c) According to the RCLIS and the COR TCAP, the Project site is not located within an Airport Influence Area or an Airport Compatibility Zone. Therefore, the Project will not require a review by the Airport Land Use Commission. No impacts are expected from the Project.
- c) According to the RCLIS and the COR TCAP, the Project site is not 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. Therefore, the Project will not result in a safety hazard for people residing or working in the Project area. No impacts are expected from the Project.
- d) The Project is not located within the vicinity of a private air strip. Therefore, the Project will not result in a safety hazard for people residing or working in the Project area. No impacts are expected from the Project.

Mitigation: None required.

Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
24. Hazardous Fire Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

residences are intermixed with wildlands?

Sources: RCLIS; COR GP Figure S-11 "Wildfire Susceptibility," COR TCAP Figure 11 "Wildfire Susceptibility"

Findings of Fact:

a) The Project site is in a high fire area. However, the Project is a roadway project and will not directly 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. Improvement of the roadway will provide better circulation for emergency response vehicles. Impacts are considered less than significant. No additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

HYDROLOGY AND WATER QUALITY Would the project

25. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Include new or retrofitted stormwater 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 or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Sources: COR GP; COR TCAP; Project Description; RCLIS

Findings of Fact:

- a) Based on the detailed discussion in Response 7.a, the Project will result in the alteration of onsite drainages; however, the appropriate regulatory permits will be obtained and best management practices will be implemented to assure impacts remain at less than significant levels. The Project will be designed in conformance with the requirements of the Riverside County Transportation Department (CORTD). Any impacts will be considered less than significant and no additional mitigation is required.
- b) The Project will not violate any water quality standards or waste discharge requirements. Based on the detailed discussion in Response 7.a, the appropriate regulatory permit pursuant to the Clean Water Act will be obtained and best management practices will be implemented to assure impacts remain at less than significant levels. The Project will comply with National Pollutant Discharge Elimination System (NPDES) standards. Any impacts are considered less than significant and no additional mitigation is required.
- c) The Project will not 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). No impacts are expected from the Project and no mitigation is required.
- d) The Project will contribute to runoff water; however it will not exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The Project will comply with locally implemented National Pollutant Discharge Elimination System (NPDES) regulations. Any impacts are considered less than significant. No additional mitigation is required.
- e) The Project will not place housing within a 100-year flood hazard area, as no housing is proposed. No impacts are expected from the Project.
- f) The Project will not place structures within a 100-year flood hazard area which would impede or redirect flood flows. No impacts are expected from the Project.
- g) The Project is not anticipated to substantially degrade water quality. The proposed Project comply with locally implemented NPDES regulations. Impacts are considered less than significant and no mitigation is required.
- h) The Project design includes new or retrofitted stormwater 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). The proposed Project will include BMP improvements. These include the following, which will be implemented at various stages of development of the Project:
 - Erosion control: Stabilized Construction Entrance/Exit, Silt fencing, Gravel Bag Berms, Storm Drain Inlet Protection;

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

- Dust Control: Minimize disturbed surface area, Wet suppression (watering), truck covers, temporary gravel construction entrances, silt fences, temporary soil stabilizers; and
- Post Construction BMPs: May include up to 3 infiltration basins. Approximately 1.0 acre, 0.50 acre, 0.34 acre.

The Project will not result in significant environmental effects (e.g. increased vectors and odors). Any impacts are considered less than significant. No additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

26. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones;" Figure S-10 "Dam Failure Inundation Zone" COR TCAP, Figure 10 "Flood Hazards"; Project Description; RCLIS

Findings of Fact:

- Based on the detailed discussion in Response 7.a, the Project will result in the alteration of on-site drainages; however, the appropriate regulatory permits will be obtained and best management practices will be implemented to assure impacts remain at less than significant levels. The Project will be designed in conformance with the requirements of the Riverside County Transportation Department (CORTD). Any impacts will be considered less than significant and no additional mitigation is required.
- Because the Project is already paved, it will not substantially increase the rate or amount in absorption rates or surface runoff in a manner that would result in flooding on - or - off site due to its ultimate design to (RCFC&WCD) standards. Therefore, any impacts are considered less than significant and no additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- c) The Project site is not located in an area that is subject to dam inundation. Therefore, the implementation of the Project will not 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). Therefore, there is no impact and no mitigation is required.
- d) The Project will not affect the amount of surface water in any waterbody. No increases beyond historic flows will result from implementation of the Project. Therefore, any impacts are considered less than significant and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

LAND USE/PLANNING Would the project

27. Land Use

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in a substantial alteration of the present or planned land use of an area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Affect land use within a city sphere of influence and/or within adjacent city or county boundaries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources: COR GP; COR TCAP; RCLIS

Findings of Fact:

- a) The Project will not result in the substantial alteration of the present or planned land use of an area. The Project is a roadway widening project that is consistent with the roadway classification contained in the Circulation Element of the General Plan. No land use modifications are included within the scope of the proposed Project. No impacts are anticipated and no mitigation is required.
- b) The Project will not affect the land use within a city sphere of influence and/or within adjacent city or county boundaries. The Project is a roadway widening project that is consistent with the roadway classification contained in the Circulation Element of the County of Riverside's General Plan. The proposed Project site is located within Riverside County and is within the sphere of influence of the City of Corona (annexation date May 25, 2006). As stated above in Response 27.a, no land use modifications are included within the scope of the Project. No impacts are anticipated and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

28. Planning

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Be consistent with the site's existing or proposed zoning? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Be compatible with existing surrounding zoning? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be compatible with existing and planned surrounding land uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP; COR Ordinance No. 348, COR TCAP; RCLIS

Findings of Fact:

- a) The Project will be consistent with the site's existing or proposed zoning. The Project is a roadway widening project that is consistent with the roadway classification contained in the Circulation Element of the General Plan. No land use modifications are included within the scope of the Project. No impacts are anticipated and no mitigation is required.
- b) The Project will be compatible with existing surrounding zoning. The Project is a roadway widening project that is consistent with the roadway classification contained in the Circulation Element of the General Plan. No land use modifications are included within the scope of the Project. No impacts are anticipated and no mitigation is required.
- c) The Project will be compatible with existing and planned surrounding land uses. The Project is a roadway widening project that is consistent with the roadway classification contained in the Circulation Element of the General Plan. No land use modifications are included within the scope of the Project. No impacts are anticipated and no mitigation is required.
- d) The Project will be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan). Please reference Section II: Applicable General Plan and Zoning Regulations of this Environmental Assessment. No impacts are anticipated and no mitigation is required.
- e) The Project will not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). The roadway currently exists and the widening will not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). No impacts are anticipated and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

MINERAL RESOURCES Would the project

29. Mineral Resources

a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: COR GP Figure OS-5 "Mineral Resources Area"

Findings of Fact:

- a) The State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZ) using the following classifications:
- MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
 - MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
 - MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
 - MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.
 - MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). Since the roadway has not been used for mining, the Project is not expected to 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. No impacts are expected from the Project and no mitigation is required.

- b) The Project site (roadway) has not been used for mining. Expansion of the roadway will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts are expected from the Project and no mitigation is required.
- c) The Project site is not adjacent to an existing surfaces mine. No impacts are expected from the Project and no mitigation is required.
- d) The Project is not located adjacent to an existing surface mine and will not expose people or property to hazards from proposed, existing or abandoned quarries or mines. No impacts are expected from the Project and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

NOISE Would the project result in

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. 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

Sources: COR GP Figure S-19 "Airport Locations;" COR TCAP Figure 5: "Corona Municipal Airport Influence Policy Area"

Findings of Fact:

The Project site is not located within two miles of a public airport or public use airport or in the vicinity of a private airstrip (Refer to Response 23a). No impacts are anticipated; therefore, no mitigation is required.

Mitigation: None required.

Monitoring: None required.

31. Railroad Noise

NA A B C D

Sources: COR GP Figure C-1 "Circulation Plan"; Thomas Guide

Findings of Fact:

There are no railroad lines in proximity to the Project. No impacts are anticipated; therefore, no mitigation is required.

Mitigation: None required.

Monitoring: None required.

32. Highway Noise

NA A B C D

Sources: On-site inspection; Project Description

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Findings of Fact:

The proposed Project is a roadway improvement project and is not subject to any highway noise standards as a sensitive receptor. No impacts are anticipated and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

33. Other Noise

NA A B C D

Source: Project Description

Findings of Fact:

The proposed Project is not anticipated to be affected by other types of noise not listed above. No impacts are expected from the Project; therefore, no mitigation is required.

Mitigation: None required.

Monitoring: None required.

34. 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?

Sources: COR GP Table N-1, "Land Use Compatibility for Noise Exposure"; Project Description

Findings of Fact:

a) The Project will result in permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project; however, this increase is not considered significant. First, the roadway widening was anticipated as part of the General Plan Circulation element; therefore, noise impacts were addressed from roadway sources were addressed in the General Plan EIR. Noise contours for the roadway classification are contained on Figure 4.13.7 of the General Plan EIR. Secondly, the surrounding, existing uses are not considered sensitive receptors per the Figure 4.13.39 of the General Plan EIR. Noise increases, while incremental will be considered less than significant. No additional mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

- b) The Project will result in a temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; however, this increase is not considered significant. Please reference Response 34.a., above. Noise increases, while incremental will be considered less than significant. No additional mitigation is required.
- c) The Project will not result in the 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. Please reference Response 34.a., above. Noise increases, while incremental will be considered less than significant. No additional mitigation is required.
- d) The Project will result in the exposure of persons to, or generation of ground borne or ground-borne noise levels. As stated above, there are no sensitive receptors adjacent to the Project site. The Project has the potential to cause short-term vibration impacts during the construction phase of the Project. The grading/site preparation is anticipated to be the loudest part of the construction process. Any vibration impacts are considered short-term and will not result in an exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. Therefore, any impacts will be less than significant. No additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

POPULATION AND HOUSING Would the project

35. 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 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)?

Sources: On-site Inspection August 2010; Project Description; RCLIS; COR GP Housing Element

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Findings of Fact:

- a) Implementation of the Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The Project is a road widening project that will serve to meet the current and planned land uses for the area. No existing houses are within the Project boundaries. No impacts are anticipated and no mitigation is required.
- b) Implementation of the Project will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. Do to the nature of the Project (a roadway improvement project), no impacts are forecast to create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income to these areas. No impacts are anticipated and no mitigation is required.
- c) Implementation of the Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The Project is a road widening project that will serve to meet the current and planned land uses for the area. No existing houses are within the Project boundaries. No impacts are anticipated and no mitigation is required.
- d) Implementation of the Project will have a less than significant impact with regard to affecting a County Redevelopment Project Area. The Lead Agency for the Project is Riverside County Economic Development Agency and is the Project is located in Redevelopment Area 1-1986, Subarea: El Cerrito/Temescal Canyon. The Project is consistent with the Riverside County Circulation Element and will result in road widening to meet the current and planned land uses for the area. Impacts are considered less than significant and no additional mitigation is required.
- e) Implementation of the Project will not cumulatively exceed official regional or local population projections. Do to the nature of the Project (a roadway improvement project), no impacts are foreseen to affect this area. No impacts are anticipated and no mitigation is required.
- f) Implementation of the Project will not induce substantial population growth in an area, directly (for example, by proposing new homes and businesses); however, it will indirectly (for example, through extension of roads or other infrastructure). The Project is consistent with the Riverside County Circulation Element and will result in road widening to meet the current and planned land uses for the area. Impacts are considered less than significant and no additional mitigation is required.

Mitigation: None required.

Monitoring: None required.

PUBLIC 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:

36. Fire Services

Source: Project Description

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Findings of Fact:

The Project will not result in substantial adverse physical impacts associated with fire services. The improvement of Temescal Canyon Road will serve as a benefit to the area, as it will result in improvements to a roadway circulation that currently serves as an alternative frontage road to I-15 in the event that there are closures to the Freeway. This will also assist in providing improved navigation for emergency vehicles (i.e., fire trucks, ambulances); thereby, improving response times. These impacts are considered less than significant, as the roadway is being developed to the standards anticipated in the General Plan. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

37. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
-----------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

Source: Project Description

Findings of Fact:

The Project will not result in substantial adverse physical impacts associated with sheriff services. As stated above in Section 36 (Fire Services), the improvement of Temescal Canyon Road will serve as a benefit to the area, as it will result in improvements to a roadway circulation that currently serves as an alternative frontage road to I-15 in the event that there are closures to the Freeway. This will also assist in providing improved navigation for law enforcement vehicles (i.e., police, highway patrol); thereby, improving response times. Therefore impacts are considered less than significant. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

38. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

Source: Project Description

Findings of Fact:

The Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., schools) or the need for new or physically altered governmental facilities. Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
39. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Description

Findings of Fact:

The Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., libraries) or the need for new or physically altered governmental facilities. Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

40. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
----------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

Source: Project Description

Findings of Fact:

The Project will not result in the need to alter any existing health service facilities or result in the need to construct new facilities. Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

RECREATION

41. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description; COR Ordinance No. 460 Section 10.35; RCLIS

Findings of Fact:

- a) The Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Due to the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.

- b) The Project does not 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. Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.
- c) The Project is not located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

42. Recreational Trails

Sources: COR GP Figure C-7 "Riverside County Trail and Bikeway System"; COR GP Figure C-8 "Multipurpose Recreational trails Details;" TCAP, Figure 8 "Trails and Bikeway System"

Findings of Fact:

No recreational trails are required or proposed as part of the Project. No impacts are anticipated and no mitigation will be required.

Mitigation: None required.

Monitoring: None required.

TRANSPORTATION/TRAFFIC Would the project

43. Circulation

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) 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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: http://www.riversidetransit.com/downloads/system_map/RTA_SystemMap_v1.pdf;
COR GP; COR Ordinance No. 348; Project Description

Findings of Fact:

- a) The Project will not conflict with an applicable plan, ordinance or policy. The Project serves to implement the County's General Plan Circulation Element, which anticipated the development of Major Highway (County of Riverside Standard No. 93, 118'R/W), for the Temescal Canyon Roadway and to be designed to maintain an acceptable level of service (LOS) beyond present time. Any impacts are considered less than significant and no additional mitigation is required.
- b) The Project will not exceed the level of service (LOS) standard established by the Riverside County Transportation Commission's (RCTC) Congestion Management Agency for designated road or highways. Please reference Response 43.a., above. Any impacts are considered less than significant and no additional mitigation is required.
- c) The Project will not change air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. None of these factors described are located within proximity to the Project site. No impacts are expected from the Project and no mitigation is required.
- d) The Project will not alter waterborne, rail or air traffic. Waterborne and rail traffic do not exist in proximity to the Project site. No impacts are expected from the Project and no mitigation is required.
- e) The Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). To the contrary, roadway improvements to Temescal Canyon Road, as a result of implementation of the Project, will reduce hazards in the area by providing improvements consistent with County standards. The roadway will be designed to meet all Riverside County Transportation requirements. Impacts will be considered less than significant and no additional mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
effects?				
b. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP; Project Description

Findings of Fact:

- a) The Project is a roadway improvement project and by its nature will not require or result in the construction of new water treatment facilities or expansion of existing facilities. A 12" reclaimed water will be constructed in the roadway, and will connect to the existing water connection at the northern boundary of the Project. Portions of the existing 14" Elsinore Valley Water District gravity agricultural line will be relocated within the roadway area. No impacts are anticipated and no mitigation is required.
- b) Due to the nature of the Project, it is not necessary to have sufficient water supplies available to serve the project from existing entitlements and resources, nor are new or expanded entitlements needed. Water will be needed to establish landscaping for erosion control and the relocated and newly planted oak trees. This water will be provided by the Lee Lake Water District. No impacts are anticipated and no mitigation is required.

Mitigation: None required.

Monitoring: None required.

46. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP; Project Description

Findings of Fact:

- a) The Project is a roadway improvement project and by its nature will not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities. No impacts are anticipated and no mitigation is required.
- b) The Project (roadway improvement) does not involve residential, commercial or industrial development, hence negating the requirement for a determination of an adequate wastewater capacity analysis. No impacts are anticipated and no mitigation is required.

Mitigation: None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Monitoring: None required.

47. Solid Waste

a. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Description

Findings of Fact:

- a) The Project will have no permanent impact on solid waste disposal, which otherwise would result in the need to construct new facilities to accommodate the Project's solid waste disposal needs (i.e., construction debris). Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. No mitigation will be required.
- b) The Project will comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan). The Project will have a limited impact that would result in the need to construct new facilities to accommodate the Project's solid waste disposal needs. Due to the nature of the Project (roadway improvement), no impacts are expected from the Project. During construction, portable toilets will be utilized to service the workers. These toilets are pumped on a regular basis and the wastes are taken off-site and disposed by the servicer. Trash generated by the workers will be disposed of in the appropriate storage container bins and hauled off-site and disposed of by the servicer. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

48. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Description

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Findings of Fact:

- a) The Project will not have an impact on electrical facilities. The Project is a roadway improvement with no electrical street lighting proposed. No mitigation will be required.
- b) The Project will not impact natural gas facilities. Portions of the 8" gas line will be relocated and other portions will be lowered in vertical elevation relative to their current location in order to avoid conflicts with existing and proposed drainage culverts. All work will be done in the roadway. Due to the nature of the Project (roadway improvement), impacts are considered less than significant. No mitigation will be required.
- c) The Project will have a less than significant impact on communication systems. Fiber optic lines will be relocated and lowered in vertical elevation relative to their current location in order to avoid conflicts with existing and proposed drainage culverts. All work will be done in the roadway. Due to the nature of the Project (roadway improvement), impacts are considered less than significant. No mitigation will be required.
- d) The Project will have a less than significant impact on storm water drainage (please see Response 25.h.). Therefore, no additional mitigation is required.
- e) The Project will not have an on street lighting (please see Responses 2 and 3). Any impacts are considered less than significant. No additional mitigation is required.
- f) The Project will have a less than significant impact on public facilities (see Response 43.f for maintenance of public facilities, including roads). No mitigation is required.
- g) The Project will not have an impact on other governmental services. The Project is for a roadway improvement. No mitigation will be required.

Mitigation: None required.

Monitoring: None required.

49. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

Source: RCIP

Findings of Fact:

- a) The Project will not conflict with any adopted energy conservation plans which are discussed in the Air Quality Element of the General Plan (Energy Efficiency and Conservation, p. AQ-20 of the Air Quality Element of the General Plan). Due to the nature of the Project (roadway improvement project), the three policies listed (AQ 5.1 through 5.3) are not applicable. No impacts are anticipated to energy conservation from the proposed Project. No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

future projects as defined in California Code of Regulations, Section 15130)?

Source: Analysis contained in this document

Findings of Fact:

The Project does not have impacts which are individually limited, but cumulatively considerable. The Project is not considered growth-inducing, as defined by *State CEQA Guidelines* (<http://ceres.ca.gov/ceqa/guidelines/>). As discussed in item 21 Greenhouse Gas Emissions, the Project will result in emissions of the GHG CO₂ as a byproduct of combustion of gasoline and diesel fuel in construction equipment, construction worker commute trips, in addition to an increase of CO₂ emissions associated with the production of electricity to serve the Project. Furthermore, the Project's operational emissions of criteria pollutants are less than the SCAQMD regional operational thresholds, and the Project is consistent with the measures identified by the CARB's Scoping Plan. Therefore, the Project's contribution to global climate change is not considered cumulatively considerable. Lastly, the Project is consistent with the Riverside County General Plan will operate at an acceptable level of service at full buildout; thus, the Project will not contribute to cumulatively considerable impacts with respect to circulation.

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 incorporation of design measures as discussed in the Project Description, adherence to existing codes, ordinances, regulations, standards, and guidelines, combined with the mitigation measures identified in this report, will ensure that there will be no substantial adverse effects on human beings, either directly or indirectly.

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, if any: Riverside County General Plan, General Plan Environmental Impact Report and Temescal Canyon Area Plan.

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street, 9th Floor
Riverside, CA 92505
<http://www.tlma.co.riverside.ca.us/planning/>

VII. REFERENCES

Cited As: Source

COR Conservation Report Generator Riverside, County of, Geographic Information Systems, *Riverside County Integrated Plan (RCIP) Conservation Summary Report Generator*. (Available at <http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>, accessed January, 2011.)

COR GP County of Riverside, Transportation and Land Management Agency, Planning Division, *Riverside County Integrated Project, General Plan Final Program Environmental Impact Report*, 2003. (Available at the County of Riverside Planning Department and at <http://www.rctlma.org/genplan/content/eir/volume1.html>, accessed January 12, 2011.)

COR Ordinance No. 348, *Riverside, County of, Ordinance 348*, adopted August 24, 2000. (Available at the County of Riverside Planning Department and at http://www.rctlma.org/planning/content/zoning/ordnance/ord348_toc.html, accessed on January 12, 2011)

COR Ordinance No. 460, *Regulating the Division of Land of the County of Riverside, as amended through Ordinance No. 460.151* (Eff: 6-3-10) (Available at the County of Riverside Planning Department and at <http://rivcocob.com/ords/400/460.pdf>, accessed January 12, 2011)

COR Ordinance No. 457 Riverside, County of, *Ordinance No. 457, Uniform Building Code*. (Available at Riverside County Clerk of the Board and <http://www.clerkoftheboard.co.riverside.ca.us/ords/400/457.pdf>, accessed on January 12, 2011)

COR Ordinance No. 484 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 Amended: 484.2 6-27-72 (Eff: 7-27-1972) (Available at Riverside County Clerk of the Board and at <http://rivcocob.com/ords.htm>, accessed on January 12, 2011).

COR Ordinance No. 625 Riverside, County of, 1986, *As Amended Through 625.1 - An Ordinance of the County of Riverside Amending Ordinance No. 625 Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing Public Notification Thereof*, Amended: 625.1 11-08-1994 (Eff: 12-08-94) (Available at Riverside County Clerk of the Board and at <http://rivcocob.com/ords.htm>, accessed on January 12, 2011).

COR Ordinance No. 655 Riverside, County of, 1988, *Ordinance No. 655, An Ordinance of the County of Riverside Regulating Light Pollution*, Adopted: 6-7-88 (Eff.: 7-7-88) (Available at Riverside County Clerk of the Board and at <http://rivcocob.com/ords.htm>, accessed on January 12, 2011).

COR Ordinance No. 754 Riverside, County of, 2006, *Ordinance No. 754 (As Amended through 754.2, An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls)*, Amended: 754.2 Item 3.34 of 11-07-2006 (Eff: 12-7-06) (Available at Riverside County Clerk of the Board and at <http://rivcocob.com/ords.htm>, accessed on January 12, 2011).

COR Ordinance No. 847 Riverside, County of, *Ordinance No. 847, Regulating Noise*, (Available at Riverside County Clerk of the Board and at <http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf>, accessed January 12, 2011)

COR Temescal Canyon Area Plan (TCAP) County of Riverside, *County of Riverside General Plan, Temescal Canyon Area Plan*, October 2003. (Available at <http://www.rctlma.org/genplan/content/ap1/temescalcanyon.html>, accessed January 12, 2011.)

Michael Richard, Ecological Resources Specialist, Riverside County Planning Department Environmental Programs Division, *Determination of Biologically Equivalent or Superior Preservation Temescal Canyon Road Improvement Project*, April 6, 2011, Appendix E

Michael Richard, Ecological Resources Specialist, Riverside County Planning Department Environmental Programs Division, *Jurisdictional Delineation, Temescal Canyon Road Improvement Project*, March 17, 2011, Appendix F

PBS&J 201, *Phase 1 Cultural Resources Assessment*, March 2011, Confidential Appendix G OPR State of California, Governor's Office of Planning and Research, *CEQA Guideline Amendments*, December 30, 2009. (Available at <http://ceres.ca.gov/ceqa/guidelines/>, accessed in August 2010)

Pechanga Cultural Resources *Request for Information for the Temescal Canyon Road improvement Project (PBS&J/Atkins)*, April 6, 2011, Appendix H

Principe and Associates *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, Temescal Canyon Road Improvement Project*, January 5, 2011, Appendix C

RCLIS Riverside, County of, *Riverside County Land Information System Website*. (Available at <http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>, accessed January 12, 2011)

State CEQA Guidelines (Available at <http://ceres.ca.gov/ceqa/guidelines/>, accessed March 23, 2011)

Ted Stamen, ISA Certified Arborist, *Arborist's Report for County of Riverside EDA*, dated September 20, 2010, Appendix A

Thomas Guide Rand McNally, *Thomas Guide, San Bernardino and Riverside Counties Street Guide*, 2010. (Available at public libraries.)

Uniform Building Code (1994)

Urban Crossroads, *Temescal Canyon Road Improvement Project Focused Air Quality and Climate Change Evaluation County of Riverside, California*, December 8, 2010, Appendix B

USDA Soil Survey United States Department of Agriculture Soil Conservation Service, *Soil Survey Western Riverside Area*. (Available at <http://websoilsurvey.nrcs.usda.gov/app/>, accessed January 10, 2011)

Western Riverside County Regional Conservation Authority *Joint Public Review (JPR) #: 10-12-06-01*, December 6, 2010, Appendix D

VIII. LIST OF INITIAL STUDY PREPARERS

Riverside County Economic Development Agency
Claudia Steiding, Senior Environmental Planner
Vikki Kuntz, Environmental Planner
3403 10th Street, 5th Floor, Riverside, California 92501

Matthew Fagan Consulting Services
Matthew Fagan, Principal
Angie Douvres, Associate
42011 Avenida Vista Ladera
Temecula, CA 92591
951.286.0054

A. Persons Contacted in Preparation of the Initial Study

Claudia Steiding, Senior Environmental Planner
Riverside County Economic Development Agency
3403 10th Street, 5th Floor, Riverside, California 92501
951.955.0911

Sam Yoo
Ranpac, Inc.
27431 Enterprise Circle West
Temecula, CA 92590
951.265.5573

Paul A. Principe
Principe and Associates
40335 Winchester Road
Suite E-110
Temecula, California 92591
951.699.3040

Haseeb Qureshi
Urban Crossroads
41 Corporate Park, Suite 300
Irvine, CA 92606
949.660.1994

Rachel L. Jacobus, Administrative Assistant
Eastern Information Center
c/o Department of Anthropology
University of California
Riverside, CA 92521-0418
951.827.5745

Jennifer M. Sanka, M.A., RPA, Associate Project Manager/Archaeologist
PBS&J
650 East Hospitality Lane, Suite 450
San Bernardino, CA 92408
951.358.1433

IX. ACRONYMS, UNITS OF MEASUREMENT, AND CHEMICAL SYMBOLS

Acronyms

ADT	Average daily trips
ALUP	Airport Land Use Plan
AQMP	Air Quality Management Plan
BMP	Best Management Practices
CAPCOA	California Air Pollution Control Officer's Association
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CDPH	California Department of Public Health
CBC	California Building Code
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information Center
CIWMB	California Integrated Waste Management Board
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
COR	County of Riverside
COR TCAP	County of Riverside Temescal Canyon Area Plan
CORTD	Riverside County Transportation Department
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CSA	County Service Area
CWA	Clean Water Act
DAMP	Drainage Area Master Plan
DBESP	Determination of Biologically Equivalent or Superior Preservation
DPR	Department of Parks and Recreation
DWR	Department of Water Resources
EA	Environmental Assessment
EDA	Riverside County Economic Development Agency
EIC	Riverside County Eastern Information Center
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
GHGs	Greenhouse Gases
HCP	Habitat Conservation Plan
HHWE	Household Hazardous Waste Element
HSC	Health and Safety Code
IS	Initial Study
JD	Jurisdictional Delineation
LOS	Level of service
LST	Localized significance thresholds
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
n/a	Not applicable
NCCP	Natural Communities Conservation Plan
NDFE	Nondisposal Facility Element
NOTAM	Notice to Airmen
NPDES	National Pollutant Discharge Elimination System
PRC	Public Resources Code

RCALUC	Riverside County Airport Land Use Commission
RCHCA	Riverside County Habitat Conservation Agency
RCLIS	Riverside County Land Information System Website
RCSD	Rubidoux Community Services District
RCTC	Riverside County Transportation Commission
RWQCB	Regional Water Quality Control Board Division
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SMGB	State Mining and Geology Board
SRRE	Source Reduction and Recycling Element
SOI	Sphere of Influence
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UBC	Uniform Building Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WQMP	Water Quality Management Plan

Units of Measurement and Chemical Symbols

AMSL	Above Mean Sea Level
CH ₄	Methane
CO	Carbon monoxide
CO ₂	Carbon dioxide
HFC	Hydrofluoro carbon
gpm	Gallons per minute
NO ₂	Nitrogen dioxide
O ₃	Ozone
PM-10	Particulate matter 2.5 to 10 microns in diameter
PM-2.5	Particulate matter 2.5 microns or less in diameter
psi	Pounds per square inch
psf	Pounds per square foot
SF	Square foot or square feet
VOC	Volatile Organic Compounds

Exhibit 1
Notice of Intent



TEMESCAL NO. 2
FILED
 RIVERSIDE COUNTY

APR 20 2011

LARRY W. WARD, CLERK
 By *R. Anderson* R. Anderson
 Dec'y

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the public agency named below has completed an Initial Study of the following described project:	
Public Agency:	County of Riverside Economic Development Agency 3403 10th Street, 4th Floor, Riverside, CA 92501
Project Name:	Temescal Canyon Road Improvement Project ("Project")
Project Location - Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	The project is located on Temescal Canyon Road, north of the intersection of Dawson Canyon Road and south of the intersection of Temescal Canyon Road and Lee Lake Water District Road. The subject property is adjacent to Assessors Parcel Numbers): 283-110-009, -016, -017, -018, -019, -051, -057, 283-150-030, -032, -034, -035, 037, -046, -047, and 283-160-031 and is located on the United States Geological Survey (USGS) 7.5 Minute Riverside County Quadrangle maps (see attached Figure 1 for site location). The proposed project is located in Section 27, Township 4 South, Range 6 West.
Project Description:	<p>The Temescal Canyon Road Improvement Project ("Project") consists of the widening of a two lane road to a "modified Major Highway. The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section. The Project also includes the addition of sidewalks, curbs and gutters for public safety purposes, the relocation of a 14" Elsinore Valley Water District gravity agricultural line, and the construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District.</p> <p>The construction of new culverts and the extension of the existing culverts to accommodate the widening of the road right-of-way for the Project will include the relocation of the following utilities: 18" City of Corona water line, AT&T fiber optic lines, AT&T distribution lines, Level 3 fiber optic lines (shared conduit with Time Warner Cable fiber optic line), Time Warner Cable fiber optic lines (shared conduit with Level 3 fiber optic line), Time Warner TV lines, 8" gas line and Southern California Edison power poles. The boundaries of the Project site are from the southern end of Wildrose Business Park (where the existing improvements end) to Dawson Canyon Road. The entire length of the Project area is approximately 2,900 linear feet (l.f.).</p>
<p>This Initial Study was completed in accordance with the County's Guidelines implementing the California Environmental Quality Act. This Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such Initial Study, the County Staff has concluded that the project will not have a significant effect on the environment, and has therefore prepared a Mitigated Negative Declaration. The Initial Study reflects the independent judgment of the County.</p> <p style="text-align: right;"> COUNTY CLERK Neg Declaration/Ntc Determination Filed per P.R.C. 21152 POSTED APR 20 2011 Removed: <i>G. J. H.</i> By: <i>[Signature]</i> Dept. County of Riverside, State of California </p>	

DRUSWAL

<input type="checkbox"/>	The Project site IS on a list compiled pursuant to Government Code section 65962.5.
<input checked="" type="checkbox"/>	The Project site IS NOT on a list compiled pursuant to Government Code section 65962.5.
<input type="checkbox"/>	The proposed project IS considered a project of statewide, regional or areawide significance.
<input checked="" type="checkbox"/>	The proposed project IS NOT considered a project of statewide, regional or areawide significance.
<input type="checkbox"/>	The proposed project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input checked="" type="checkbox"/>	The proposed project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input type="checkbox"/>	A scoping meeting WILL be held by the lead agency.
<input checked="" type="checkbox"/>	A scoping meeting WILL NOT be held by the lead agency.
If the project meets the criteria requiring the scoping meeting, or if the agency voluntarily elects to hold such a meeting, the date, time and location of the scoping meeting are as follows: No Scoping meeting will be held.	
Copies of the Initial Study and Draft Negative Declaration/Mitigated Negative Declaration are on file and are available for public review at:	
County of Riverside Economic Development Agency 3403 10th Street, 5th Floor Riverside, CA 92501	El Cerrito Branch Library 7581 Rudell Road Corona, CA. 92881
Authority address: County of Riverside Economic Development Agency 3403 10th Street, 4th Floor, Riverside, CA 92501 ATTN: Claudia Steiding	
Comments will be received until the following date: from April 21, 2001 to May 20, 2011	
Any person wishing to comment on this matter must submit such comments, in writing, to the Authority prior to this date. Comments of all Responsible Agencies are also requested.	

The Board of Supervisors will consider the project and the Draft Negative Declaration/Mitigated Negative Declaration at its meeting on:	
Date: June 7, 2011 (Tentative)	Time: 9:00 a.m.
If the Board of Supervisors finds that the project will not have a significant effect on the environment, it may adopt the Mitigated Negative Declaration. This means that the Board of Supervisors may proceed to consider the project without the preparation of an Environmental Impact Report.	

Date Received
for Filing: _____

Staff

(Clerk Stamp Here)

Title

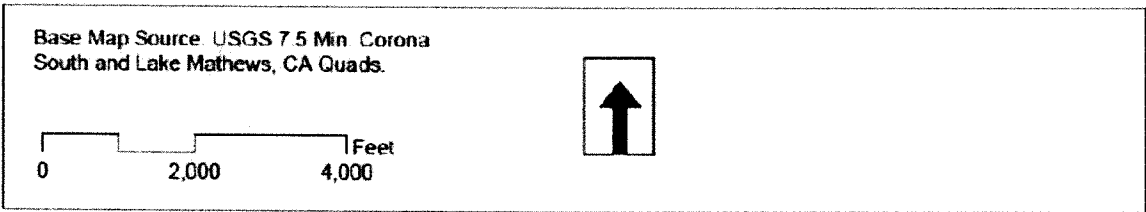
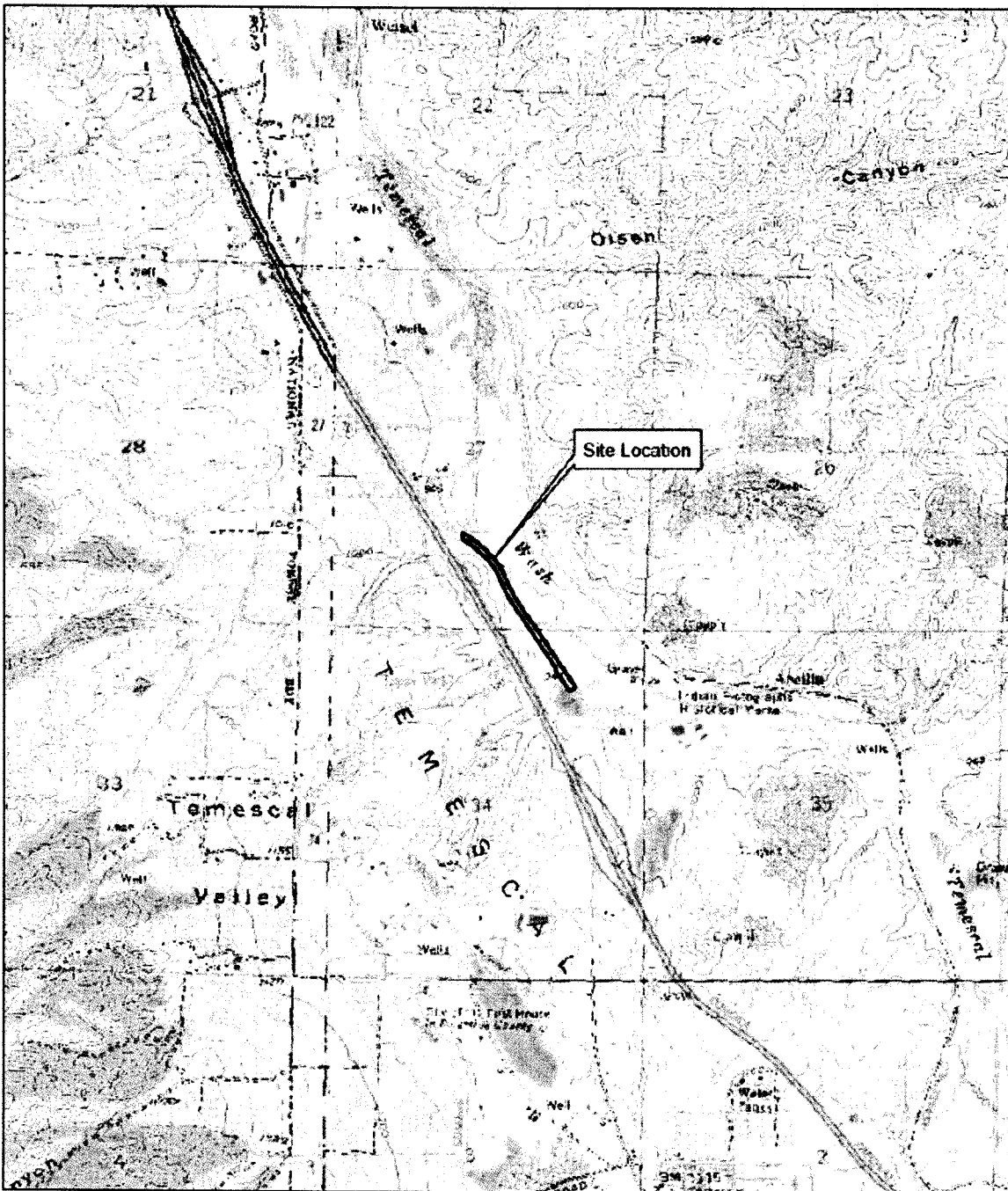


Figure 1 – Site Location

Exhibit 2
Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting
Program
and
Project Design and Construction
Features
for
Temescal Canyon Road Improvement
Project**

Environmental Assessment

No. ED1104100210



Prepared for:

**County of Riverside
Economic Development Agency
3403 10th Street, 5th Floor
Riverside, CA 92501**

July 2011

Mitigation Monitoring & Reporting Program

The proposed Temescal Canyon Road Improvement Project (Project) consists of the widening of a two lane road to a "modified Major Highway. The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section. The Project also includes the addition of sidewalks, curbs and gutters for public safety purposes, the relocation of a 14" Elsinore Valley Water District gravity agricultural line, and the construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District.

The construction of new culverts and the extension of the existing culverts to accommodate the widening of the road right-of-way for the Project will include the relocation of the following utilities: 18" City of Corona water line, AT&T fiber optic lines, AT&T distribution lines, Level 3 fiber optic lines (shared conduit with Time Warner Cable fiber optic line), Time Warner Cable fiber optic lines (shared conduit with Level 3 fiber optic line), Time Warner TV lines, 8" gas line and Southern California Edison power poles. The boundaries of the Project site are from the southern end of Wildrose Business Park (where the existing improvements end) to Dawson Canyon Road. The entire length of the Project area is approximately 2,900 linear feet (l.f.).

Mitigation measures were incorporated into the Project to reduce environmental impacts, identified in the Project's initial study, to below the level of significance. Section 21081.6 of the California Public Resources Code requires a Lead Agency to adopt a *reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.* Section 15097 of the *State CEQA Guidelines* summarizes the criteria required for mitigation monitoring and/or reporting. This Mitigation Monitoring and Reporting Program (MMRP) has been compiled to verify implementation of adopted mitigation measures.

The County of Riverside (County) will have the responsibility for implementing the measures and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures. The required mitigation measures are listed and categorized by impact area, with an accompanying identification of the following:

- Mitigation Measure
- Monitoring Phase – the phase of the Project during which the mitigation measure shall be implemented and monitored:
 - Pre-Construction, including the design phase
 - Grading and/or Construction
 - Post-construction and Occupancy
- Enforcement Agency – the agency with the authority to enforce the mitigation measure
- Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation, and development are made



MITIGATION MONITORING AND REPORTING PROGRAM

Temescal Canyon Road Improvement Project

MMRP

- Action Indicating Compliance
- Verification of Compliance, which will be used during the reporting/monitoring.

This MMRP is set up as a Compliance Report, with space for confirming that mitigation measures have been implemented.

Acronyms Used in the MMRP

The following acronyms are used in the MMRP:

BMP	Best Management Practices
CDFG	California Department of Fish and Game
CBC	California Building Code
CEQA	California Environmental Quality Act
CORTD	Riverside County Transportation Department
DAMP	Drainage Area Master Plan
DBESP	Determination of Biologically Equivalent or Superior Preservation
DPR	Department of Parks and Recreation
EDA	Riverside County Economic Development Agency
EPD	Riverside County Planning Department Environmental Programs Division
GHGs	Greenhouse Gases
HCP	Habitat Conservation Plan
MSHCP	Multiple Species Habitat Conservation Plan
NPDES	National Pollutant Discharge Elimination System
RCHCA	Riverside County Habitat Conservation Agency
RWQCB	Regional Water Quality Control Board Division
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SWPPP	Storm Water Pollution Prevention Plan
UBC	Uniform Building Code
USFWS	United States Fish and Wildlife Service
WDR	Waste Discharge Requirements
WQMP	Water Quality Management Plan



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
AESTHETICS							
MM Aesthetics 1: Trees identified as numbers 1-6 (reference the Arborist's Report in Appendix A) will be retained and all construction protection methods will be utilized as outlined in the Arborist's Report. Trees numbers 7 - 12 will be removed and mitigated at a 1:1 replacement ratio with new trees to be planted at the Temescal Canyon Sports Park location.	Prior to construction, during construction	EDA	EDA EPD	Review, approval, and monitoring of construction protection methods, review and approval of planting plan.			
AIR QUALITY							
MM Air Quality 1: Adhere to best management practices for watering consistent with South Coast Air Quality Management (SCAQMD) Rule 403. This includes, but is not limited to watering disturbed areas during construction activity at least two times per day.	Grading	EDA	EDA Construction Contractor Superintendent	Field inspection/code enforcement.			



MITIGATION MONITORING AND REPORTING PROGRAM
 Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
BIOLOGICAL RESOURCES							
MM Bio 1: The riparian species will be planted during the winter of 2011-12 to coincide with the rainy season. Willow and mulefat trimmings shall be planted throughout the drainage courses of all mitigation areas and individual young cottonwood trees will be hand planted at approximately 100 foot intervals along the drainages. Giant wild rye seed will be applied along the upper portions of the banks for fifty linear feet between each pair of planted cottonwood trees.	Winter of 2011-12 to coincide with the rainy season	EPD	EPD	Preparation of planting plan, review and approval by EPD and EDA.			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>MM Bio 2: Monitoring of the riparian vegetation shall be required annually in the autumn for four years following planting (2012-15). Monitoring shall be coordinated by Riverside County Habitat Conservation Agency (RCHCA), which shall submit reports to USFWS and CDFG. Annual success criteria shall be at least 70% cover of the mitigation area in each drainage by riparian forest habitat. If coverage of riparian forest habitat is less than 70% in any drainage, additional planting of willow and mulefat trimmings shall be completed during the following rainy season. Monitoring observations must also demonstrate that no less than 80 of the 135 cottonwoods planted (60% of total) are still living. Monitoring shall demonstrate that 50% of the area seeded with giant wild rye continues with adequate growth.</p>	<p>Annually in the autumn for four years following planting (2012-15)</p>	<p>EPD</p>	<p>EPD RCHCA USFWS CDFG</p>	<p>Review and approval of planting plans, field review and documentation of compliance.</p>			
<p>MM Bio 3: The impacts to Riverine/Riparian habitat associated with this Project shall be mitigated through riparian woodland habitat creation and enhancement off-site at a ratio of 3:1.</p>	<p>Prior to grading, prior to Project completion</p>	<p>EPD</p>	<p>EDA EPD</p>	<p>Review and approval of planting plans, field review and documentation of compliance.</p>			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
MM Bio 4: If Project related ground or vegetation removal/disturbance takes place during the nesting season (February 1 – August 31), a 30-day pre-construction nesting bird survey shall be conducted by a qualified biologist. If active nests are located, the qualified biologist shall implement avoidance measures to ensure no impacts occur.	Pre-construction and grading if ground disturbing activities occur between February 1 through August 31	EDA	EDA EPD	Submittal of Nesting Bird Survey Report.			
MM Bio 5: Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas.	Prior to grading	EDA	EDA EPD	Review and approval of plans, field inspections.			
MM Bio 6: Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts such as manure, which are potentially toxic or may adversely affect wildlife species, habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and run-off.	Prior to grading	EDA	EDA EPD	Review and approval of plans, field inspections.			



MITIGATION MONITORING AND REPORTING PROGRAM
 Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
MM Bio 7: Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.	Prior to installation of lighting	EDA	EDA EPD	Review and approval of plans, field inspections.			
MM Bio 8: Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards.	Prior to grading	EDA	EDA EPD	Review and approval of plans, field inspections.			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>MM Bio 9: Consider the invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans to avoid the use of invasive species for the portions of the Project that are adjacent to the MSHCP Conservation Area. Landscape plans shall be reviewed and approved by the County prior to development to incorporate planting of species not listed in Table 6-2. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.</p>	Prior to installation of any landscaping	EDA	EDA EPD	Review and approval of plans, field inspections.			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
MM Bio 10: Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate in individual Project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into the MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or appropriate mechanisms.	Prior to and during grading	EDA	EDA EPD	Review and approval of plans, field inspections.			
MM Bio 11: Manufactured slopes associated with the proposed site development shall not extend into the MSHCP Conservation Area.	Prior to and during grading	EDA	EDA EPD	Review and approval of plans, field inspections.			



MITIGATION MONITORING AND REPORTING PROGRAM
 Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
MM Historic 1 (continued): If the resources are determined to be historical resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the professional archaeologist and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources.	During grading	EDA	EDA County Qualified Archaeologist.	Documentation of disposition of discovered resources.			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
ARCHAEOLOGICAL RESOURCES							
<p>MM Archaeo 1: There is moderate to high probability that prehistoric archaeological resources, including archaeological resources pursuant to Section 15064.5 of the CEQA guidelines, will be unearthed during development within the undisturbed portions of the Project area. Therefore, an archaeological mitigation-monitoring program shall be implemented during all ground disturbing activities associated with the modification of the hill found in the northwestern portion of the Project area and/or in any subsurface areas occurring below existing utility alignments or other soil disturbances.</p> <p>Full-time monitoring should continue in these specific areas until the project archaeologist determines that the overall sensitivity of the undisturbed portions of the project area have been reduced from moderate to high to low as a result of mitigation-monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring should cease.</p>	During grading	EDA	EDA County Qualified Archaeologist	Documentation of disposition of discovered resources.			



MITIGATION MONITORING AND REPORTING PROGRAM
 Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
MM Archaeo 1 (continued): Specifically, prior to issuance of the first preliminary or precise grading permit, and for any subsequent or precise grading permit, and for any subsequent permit involving excavation to increased depth within previously undisturbed soils, the Lead Agency or the project applicant (as appropriate) shall provide evidence that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities occurring in undisturbed portions of the Project area.	During grading	EDA	EDA County Qualified Archaeologist	Documentation of disposition of discovered resources.			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>MM Archaeo 2: Should any cultural resources be discovered as a result of the mitigation monitoring program, the monitor is authorized to temporarily halt all grading in the immediate vicinity of the discovery while the resource is evaluated for significance. If the resource is determined to be significant (an archaeological resource and/or a historical resource), the monitor shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation and evaluation of the finds in accordance with CEQA.</p> <p>No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency, where they would be afforded long-term preservation to allow future scientific study.</p>	During grading	EDA	EDA County Qualified Archaeologist	Documentation of disposition/donation of discovered resources.			



MITIGATION MONITORING AND REPORTING PROGRAM
Temescal Canyon Road Improvement Project

MMRP

Impact Category and Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
PALEONTOLOGICAL RESOURCES							
MM Paleo 1: Prior to the issuance of a grading permit, the County shall provide a copy of the signed contract for the services of a qualified paleontological monitor for the area containing the Silverado Formation. The paleontological monitor shall be present during all ground-disturbing activities within the Silverado Formation in which sediments determined likely to contain paleontological resources are found. All paleontological resources unearthed by Project construction activities shall be evaluated by a qualified paleontologist. The paleontological monitor shall have the authority to suspend grading activities in and around any discoveries.	Prior to and during grading	EDA	EDA County Qualified Paleontologist	Documentation of disposition of discovered resources.			
TRANSPORTATION/TRAFFIC							
MM Trans 1: Prior to construction, a traffic control plan will be submitted to the CORTD for review and approval and will be utilized throughout the construction phase of the Project.	Prior to construction	EDA	EDA CORTD	Review and approval of traffic control plan, field inspections.			



PROJECT DESIGN AND CONSTRUCTION FEATURES

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

General Measures

- The proposed Project will comply with applicable federal, state, and county ordinances, standards, and procedures for public facility design, construction, and operation.
- The Project will comply with all requirements to notify utility companies of impending construction, obtain relevant information regarding existing subsurface utilities, and consult regarding the preservation or relocation of such utilities, if necessary.

Air Quality

- The Project is required to comply with the 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.
- The Project is required to comply with SCAQMD Rule 402 (nuisance rule) which regulates objectionable odors.
- Construction equipment will be maintained and operated so as to minimize exhaust emissions. For example, during construction, trucks and vehicles on site will be parked with their engines off to reduce vehicle emissions.
- Construction emissions will be phased and scheduled to avoid emissions peaks and discontinued during smog alerts. In addition,

all equipment will be properly tuned and maintained in accordance with manufacturer's specifications.

Geology and Soils

- The Project will meet all of the County of Riverside's design criteria in terms of base preparation and paving depth.
- The Project will meet all of the County of Riverside's design criteria in terms of base preparation and paving depth for the roadway. In addition, compliance with Riverside County Ordinance No. 457, which mandates the compliance with all applicable building codes and regulations, is required regardless of the Project's proposed changes to topography.
- The Project will Implement appropriate erosion control BMPs, and adherence to applicable provisions of County Ordinance No. 754 (*An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls*).
- As required by 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," the Project construction phase will be designed to prevent adverse effects to adjacent properties from wind erosion generated on site.

Hazards

- Hazardous materials will be handled in accordance with federal, state, and county requirements.



Hydrology and Water Quality

- Appropriate regulatory permits will be obtained and best management practices (BMPs) will be implemented to assure impacts remain at less than significant levels. The Project will be designed in conformance with the requirements of the Riverside County Transportation Department.
- The appropriate regulatory permit pursuant to the Clean Water Act will be obtained and best management practices will be implemented.
- The Project will comply with National Pollutant Discharge Elimination System (NPDES) standards.
- The Project design includes new or retrofitted stormwater Treatment Control Best Management Practices(e.g. water quality treatment basins).
- Prior to approval of the grading plan, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented during the Project Construction in compliance with the requirements of the General Construction Permit and Santa Ana Region Waste Discharge Requirements (WDR) Permit issued by the State Water Resources Control Board. The SWPPP shall identify BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from that portion of the Project under construction. A copy of the SWPPP shall be held by the Construction Contractor on the job site throughout the construction phase of the Project.



Exhibit 3
Responses to Comments

RESPONSES TO COMMENTS

Regarding Initial Study/Mitigated Negative Declaration for Temescal Canyon Road Improvement Project

Prepared by:



**County of Riverside
Economic Development Agency**
3403 10th Street, 5th Floor
Riverside, California 92501

Assisted by:

Ranpac, Inc.
27431 Enterprise Circle West
Temecula, CA 92590

Matthew Fagan Consulting Services
42011 Avenida Vista Ladera
Temecula, CA 92591

July 2011

Page 103 of 121

ED1104100210

TABLE OF CONTENTS

I. Introduction	2
Comments Received	3
Organization of the Responses to Comments Document	3
II. Responses to Comments	4
Letter A – Department of Transportation, District 8	4
Letter B – Department of Toxic Substances Control	5
Letter C – State of California Governor’s Office of Planning and Research State Clearing House and Planning Unit.....	10
III. Comment Letters Received	11

I. INTRODUCTION

In April 2011, an Initial Study/Mitigated Declaration (IS/MND) was prepared to determine if there is potential for any significant environmental effects associated with the Temescal Canyon Road Improvement Project (Project).

Implementation of the Project will entail:

- The widening of a two lane road to a "modified Major Highway."
- The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section.
- The addition of sidewalks, curbs and gutters for public safety purposes
- The relocation of a 14" Elsinore Valley Water District gravity agricultural line.
- The construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District.
- The construction of new culverts and the extension of the existing culverts to accommodate the widening of the road right-of-way for the Project will include the relocation of the following utilities:
 - 18" City of Corona water line,
 - AT&T fiber optic lines,
 - AT&T distribution lines,
 - Level 3 fiber optic lines (shared conduit with Time Warner Cable fiber optic line),
 - Time Warner Cable fiber optic lines (shared conduit with Level 3 fiber optic line),
 - Time Warner TV lines,
 - 8" gas line and Southern California Edison power poles.

Pursuant to Section 15073 of the *State CEQA Guidelines*, the IS/MND was circulated for a 30-day period between April 20, 2011 and May 20, 2011, to Responsible Agencies and interested parties for review and comment. No new, unavoidable significant effects were identified during the public comment period, and pursuant to Section 15073.5 of the *State CEQA Guidelines*, there is no requirement to re-circulate the environmental documents for the Project.

Section 15074 of the *State CEQA Guidelines*, requires the decision-making body to consider the proposed IS/MND together with any comments received during the public review process. There is no requirement for a formal response to each of the comments received (unlike the requirement for a Final Environmental Impact Report). However, in order to provide the Board of Supervisors with additional information upon which to base their decision, the following Responses to Comments have been prepared. The materials contained in this document include copies of comment letters and the County's responses. Each comment letter is labeled alphabetically with each individual comment identified by a number. Copies of the comment letters are included in Section 3 of this document.

Comments Received

A total of three (3) comment letters were received regarding the IS/MND:

- A. May 11, 2011 Daniel Kopulsky, Department of Transportation, District 8
- B. May 18, 2011 Al Shami, Department of Toxic Substances Control
- C. May 23, 2011 Scott Morgan, State of California Governor's Office of Planning and Research, State Clearing House and Planning Unit

No comments were received on the IS/MND during the public review period that resulted in changes to the text of the IS/MND. Since there were no textual changes to the Final IS/MND that would have constituted a "substantial revision" as defined in Section 15073.5(b) of the State CEQA Guidelines, recirculation of the IS/MND is not required.

Organization of the Responses to Comments Document

This Response to Comments document is organized as follows:

Section I – Introduction, which provides a summary of the project description, the context for the review along with applicable citation pursuant to CEQA and the State CEQA Guidelines, and a list summarizing the date of the comment letter, name of commenters, and commenting agencies.

Section II – Responses to Comments, which reproduces each comment received and provides the County's responses.

Section III – Comment Letters, which includes copies of the comment letters received.

II. RESPONSES TO COMMENTS

Letter A – Department of Transportation, District 8

The Department of Transportation, District 8 (Caltrans) provided comments regarding the Project in its letter dated May 11, 2011. The following discussion provides a response to the comment contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment A-1

We have completed our review for the above noted project which is located east of Interstate 15 (I-15) north of Temescal Canyon Road ramps in the County of Riverside. This project consists of widening of a two lane road to a "modified Major Highway". The project also includes the addition of sidewalks, curbs and gutters for public safety purposes.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the County of Riverside due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

Response to Comment A-1

The Department of Transportation, District 8 (Caltrans) has correctly described the Project evaluated in the Initial Study/Mitigated Negative Declaration (IS/MND). Furthermore, the County acknowledges that the Project will be subjected to the policies and regulations that govern the State Highway System (SHS). No further response is necessary.

Comment A-2

We do not have any comments at this time. However, please ensure that the drainage system for this proposed project does not allow water to back up to State Facilities.

Response to Comment A-2

Comment noted. According to Section 25.a of the Initial Study, the Project will result in the alteration of onsite drainages; however, the appropriate regulatory permits will be obtained and best management practices will be implemented to assure impacts remain at less than significant levels. The Project will be designed in conformance with the requirements of the Riverside County Transportation Department (CORTD). Any impacts will be considered less than significant and no additional mitigation is required. No further response is necessary.

Letter B – Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) provided comments regarding the Project in a letter dated May 18, 2011. The following discussion provides a response to the comment contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment B-1

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The Temescal Canyon Road Improvement Project ("Project") consists of the widening of Temescal Canyon Road to a modified major highway. The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section. The Project also includes the addition of sidewalks, curbs and gutters for public safety purposes, the relocation of a 14" Elsinore Valley Water District gravity agricultural line, and the construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District".

Response to Comment B-1

The Department of Toxic Substances Control (DTSC) has correctly described the Project evaluated in the Initial Study/Mitigated Negative Declaration (IS/MND). No further response is necessary.

Comment B-2

Based on the review of the submitted document DTSC has the following comments:

- 1) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area.
- 2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - EnviroStor, a database primarily used by the California Department of Toxic Substances Control, at [www. Envirostor.dtsc.ca.gov](http://www.Envirostor.dtsc.ca.gov).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

Response to Comment B-2

The Department of Toxic Substances Control (DTSC) has correctly described the above listed agencies recommended in identifying potential for contamination at the Project site as evaluated in the Initial Study/Mitigated Negative Declaration (IS/MND). However, according to Section 22.e (Hazards and Hazardous Materials) of the IS, the Project is not 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 not create a significant hazard to the public or the environment. No impacts are anticipated and no mitigation is required. Therefore, no further response is necessary.

Comment B-3

The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.

Response to Comment B-3

While no further investigation or remediation is expected to be required, the Project contractor will contact the County of Riverside Economic Development Agency (EDA) and the County of Riverside Department of Environmental Health (DEH) if any material is discovered that is believed to be hazardous waste. Through coordination with the County of Riverside DEH, appropriate agencies, including the DTSC, will be notified and an oversight agreement would be completed if necessary.

Comment B-4

The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

Response to Comment B-4

If potentially hazardous soils are discovered during construction, the Project contractor will contact the County of Riverside Economic Development Agency (EDA), the County of Riverside Department of Environmental Health (DEH) and the Department of Toxic Substances Control (DTSC) to coordinate the testing, removal and disposal of contaminated soils in accordance with California law.

Comment B-5

Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

Response to Comment B-5

Residential uses (sensitive receptors) are located 0.20 mile west of the proposed Project. If potentially hazardous materials are discovered, the Project contractor will contact the County of Riverside Economic Development Agency (EDA), the County of Riverside Department of

Environmental Health (DEH) and the Department of Toxic Substances Control (DTSC) to coordinate the testing, removal and disposal of hazardous materials in accordance with California law.

Comment B-6

If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Response to Comment B-6

Comment noted. Per the County of Riverside standard protocol, if contamination is suspected during Project construction, a qualified Registered Environmental Assessor (REA) will be notified to assess the situation and take appropriate actions in accordance with California law if necessary.

Comment B-7

If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

Response to Comment B-7

Comment noted. Per the County of Riverside standard protocol, if contamination is suspected during Project construction, a qualified Registered Environmental Assessor (REA) will be notified to assess the situation and take appropriate actions in accordance with California law if necessary.

Comment B-8

If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Response to Comment B-8

Comment noted. If an accidental spill occurs and potentially hazardous materials are released into the environment, the project contractor will contact the County of Riverside Economic Development Agency (EDA), the County of Riverside Department of Environmental Health (DEH) and the Department of Toxic Substances Control (DTSC) to coordinate the testing, removal and disposal of contaminated soils in accordance with California law.

Comment B-9

DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

Response to Comment B-9

The County acknowledges DTSC's contact information for additional information on the EOA or VCA. No response is necessary.

Letter C – State of California Governor’s Office of Planning and Research, State Clearing House and Planning Unit

The State of California Governor’s Office of Planning and Research, State Clearing House and Planning Unit (OPR) provided comments regarding the Project in a letter dated May 23, 2011. The following discussion provides a response to the comment contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment C-1

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 May 20, 2011, 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.

Response to Comment C-1

The State of California Governor’s Office of Planning and Research, State Clearing House and Planning Unit (OPR) acknowledges that the Redevelopment Agency for the County of Riverside has complied with the environmental review process pursuant to CEQA for this Project. No further response is necessary.

III. COMMENT LETTERS RECEIVED

Copies of the comment letters received are included on the following pages.



Department of Toxic Substances Control

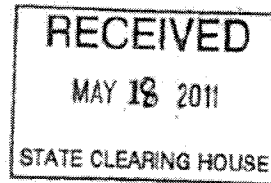
Linda S. Adams
Acting Secretary for
Environmental Protection

Leonard E. Robinson
Acting Director
6796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

May 18, 2011

Clear
5/20/11
e



Ms. Claudia Steiding
County of Riverside Economic Development Agency
3403 10th Street, 4th Floor
Riverside, California 92501

DRAFT MITIGATED NEGATIVE DECLARATION (ND) FOR TEMESCAL CANYON
ROAD IMPROVEMENT PROJECT (SCH# 2011041071)

Dear Ms. Steiding:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The Temescal Canyon Road Improvement Project ("Project") consists of the widening of Temescal Canyon Road to a modified major highway. The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section. The Project also includes the addition of sidewalks, curbs and gutters for public safety purposes, the relocation of a 14" Esinore Valley Water District gravity agricultural line, and the construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District".

B-1

Based on the review of the submitted document DTSC has the following comments:

- 1) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area.
- 2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

B-2

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

**Document Details Report
State Clearinghouse Data Base**

SCH# 2911041071
Project Title Temescal Canyon Road Improvement Project ("Project")
Lead Agency Riverside County

Type MND Mitigated Negative Declaration
Description The Temescal Canyon Road Improvement Project ("Project") consists of the widening of a two lane road to a "modified" Major Highway. The four lane road will range from a minimum eighty-six foot (86') to a maximum ninety-three foot (93') right-of-way along the road improvement section. The Project also includes the addition of sidewalk, curbs, and gutters for public safety purposes, the relocation of a 14" Elsinore Valley Water District gravity agricultural line, and the construction of a 12" Lee Lake Water District non-potable reclaimed water line which is to be operated and maintained by the Lee Lake Water District.

Lead Agency Contact

Name Claudia Stoiding
Agency Riverside County Economic Development Agency
Phone (951) 955-8174 **Fax**
email
Address 3403 10th Street, 4th Floor
City Riverside **State** CA **Zip** 92501

Project Location

County Riverside
City
Region
Lat / Long 33° 46' 58.95" N / 117° 29' 19.89" W
Cross Streets Temescal Canyon Rd/Dawson Cyn Rd & Temescal Cyn Rd/Lee Lake Water District Rd
Parcel No. 263-110-009,-018 thru-019,-051,-057,263-150-030,-032,-034,-035,-037,-046,-047, & 263-180-031
Township 4S **Range** 8W **Section** 27 **Base**

Proximity to:

Highways I-15
Airports
Railways
Waterways
Schools Temescal Valley ES
Land Use Light Industrial (CD:LI) and Open Space-Water (OS-W), manufacturing-Service Commercial (MS-C) and Business Park (BP)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 8; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 04/21/2011 **Start of Review** 04/21/2011 **End of Review** 05/20/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

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

3010



SUBMITTAL DATE:
June 16, 2011

FROM: Redevelopment Agency

SUBJECT: Temescal Canyon Road Improvement Project – Cooperative Agreement

RECOMMENDED MOTION: That the Board of Directors:

1. Make the following findings pursuant to Health and Safety Code Section 33445:
 - a) The Temescal Canyon Road Improvement Project is of primary benefit to the El Cerrito/Temescal Sub-Area of Redevelopment Project Area 1-1986 by helping to eliminate blight within the project area by providing necessary road improvements;
 - b) No other reasonable means of financing the cost of the project are available to the community due to the fact that the current economic crisis has substantially reduced the community's revenues to fund the project;

(Continued)

Robert Field

Robert Field
Executive Director

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 6,000,000	In Current Year Budget:	Yes
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	No
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2010/11

COMPANION ITEM ON BOARD OF SUPERVISORS AGENDA: Yes

SOURCE OF FUNDS: Redevelopment Project Area 1-1986, El Cerrito/Temescal Sub-Area	Positions To Be Deleted Per A-30	<input type="checkbox"/>
	Requires 4/5 Vote	<input type="checkbox"/>

C.E.O. RECOMMENDATION: APPROVE

BY: *Jennifer L. Sargent*

County Executive Office Signature

- Dep't Recomm.: Consent
- Per Exec. Ofc.: Consent
- Policy
- Policy

Prev. Agn. Ref.: 4.4, 3/16/10

District: 1

Agenda Number

4.1

ATTACHMENTS FILED
WITH THE CLERK OF THE BOARD

7-26-2011

FISCAL PROCEDURES APPROVED
 PAUL ANGULO, CPA, AUDITOR-CONTROLLER
 BY: *Samuel Wong 6/22/11*
 DATE: *6/22/11*
 SAMUEL WONG
 FORM APPROVED COUNTY COUNSEL
 BY: *Anita C. Willis 6-16-11*
 ANITA C. WILLIS

RECOMMENDED MOTION: (Continued)

- c) The payment of funds for the cost of the project is consistent with the implementation plan for the project area and is necessary to effectuate the purpose of the project area's Redevelopment Plan, which calls for construction of infrastructure improvements and identifies roads as a needed public improvement;
2. Approve and authorize the Chairman of the Board to execute the attached Cooperative Agreement by and between the Redevelopment Agency and the Riverside County Transportation Department (County) in the amount not-to-exceed \$6,000,000, for the Temescal Canyon Road Improvement Project in the unincorporated community of Temescal.

BACKGROUND:

On March 16, 2010, the Board approved a consulting services agreement between the Redevelopment Agency and Trans-Pacific Consultants for the design of the Temescal Canyon Road Improvement Project. The scope of services was expanded on January 20, 2011 under the first amendment to include coordination with Lee Lake Water District regarding the reclaimed 12" water line, coordination with Elsinore Valley Water District for the 14" agriculture water line relocation, Air Quality Study, and preparation of an Environmental Assessment. County provided an oversight service for the plan, specification and estimate preparation phase.

The Agency has been working with County to develop a plan to improve and widen Temescal Canyon Road to four lanes; relocate wet and dry utilities; significantly improve drainage and flood control facilities, and a signal modification and relocation at the intersection of Dawson Canyon Road and Temescal Canyon Road. This project will greatly improve vehicular safety, circulation, reduce congestion and improve air quality. This project will assist in eliminating blighting conditions by addressing and correcting dangerous flooding issues, road deterioration, and providing needed public infrastructure and circulation improvements.

The attached Cooperative Agreement between the Agency and County provides up to \$6,000,000, for the cost of construction, and utility relocation; and if funds are available, for construction management and construction survey for the Temescal Canyon Road Improvement Project. Staff recommends that the Board make the aforementioned findings, and approve the attached Cooperative Agreement between the Agency and County for the project in the amount not-to-exceed \$6,000,000. County will contribute up to \$1,500,000 for the construction of the project and will determine its funding sources prior to awarding the project's construction contract in fall 2011.