SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

ITEM
3.24
(ID # 5565)

MEETING DATE:
Tuesday, November 14, 2017

FROM : TLMA-TRANSPORTATION:

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION DEPARTMENT: Adopt the Final Initial Studies With Mitigated Negative Declarations and Approve the Temescal Canyon Road Widening Projects, Dawson Canyon Segment and Dos Lagos Segment, in the Community of Temescal Valley. 1st District; [$0]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Adopt the Final Initial Study with Mitigated Negative Declaration for the Temescal Canyon Road Widening Project - Dawson Canyon Segment and adopt the Mitigation Monitoring and Reporting Program for the project based on the findings in the Initial Study and the conclusion that the project will not have a significant effect on the environment;

2. Approve the Temescal Canyon Road Widening Project - Dawson Canyon Segment;

3. Adopt the Final Initial Study with Mitigated Negative Declaration for the Temescal Canyon Road Widening Project – Dos Lagos Segment and adopt the Mitigation Monitoring and Reporting Program for the project based on the findings in the Initial Study and the conclusion that the project will not have a significant effect on the environment;

ACTION: Policy

Patricia Romo, Director of Transportation 10/19/2017

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Jeffries, seconded by Supervisor Ashley and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes:	Jeffries, Tavaglione, Washington, Perez and Ashley
Nays:	None
Absent:	None
Date:	November 14, 2017
xc:	Transp., Recorder

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

SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

RECOMMENDED MOTION: That the Board of Supervisors:

4. Approve the Temescal Canyon Road Widening Project - Dos Lagos Segment;

5. Direct the Clerk of the Board to file the Notices of Determination and Journal Vouchers with the County Clerk for posting within five (5) working days of the approvals of the projects.

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	$ 0	$ 0	$ 0	$ 0
NET COUNTY COST	$ 0	$ 0	$ 0	$ 0
SOURCE OF FUNDS: There are no General Funds used in this project.			**Budget Adjustment:**	No
			For Fiscal Year:	17/18

C.E.O. RECOMMENDATION: **Approve**

BACKGROUND:

Summary

The Temescal Valley, a geographically-constrained canyon located between the cities of Corona and Lake Elsinore, is bisected by the Interstate-15 freeway (I-15). Over the years, regional growth has caused increased traffic and congestion on I-15. As a result, regional commuters have increasingly turned to using Temescal Canyon Road, the only continuous alternative to I-15, to bypass segments of the freeway particularly during peak traffic hours.

Temescal Canyon Road remains a rural two-lane road along several segments of the I-15 corridor. The strain that the increased traffic has placed on Temescal Canyon Road has greatly impacted local circulation patterns, with local residents reporting one-hour morning commutes to their children's' schools.

Regional transportation agencies, including Caltrans, the Riverside County Transportation Commission (RCTC), the City of Corona and the County Transportation Department, have been developing solutions to address the transportation needs along the I-15 Corridor. RCTC is moving forward to deliver the I-15 Express Lane Project, which will add two lanes in each direction on I-15 between State Route 60 and Cajalco Road, and the City of Corona is moving forward to expand the I-15 interchange at Cajalco Road. These two projects will begin construction in 2018. Ultimately, RCTC's next phase to widen I-15 from Cajalco Road south to SR-74 in the City of Lake Elsinore is a critical priority for addressing traffic demands through the corridor.

The Riverside County Board of Supervisors (Board) has also demonstrated its commitment to addressing traffic needs along the I-15 corridor through the development of a series of road

widening projects outlined in the Temescal Canyon Road Improvement Program (Program) endorsed by the Board on October 6, 2015 (Minute Order 3-55).

As part of that Program, the County Transportation Department has prepared preliminary engineering, design, and environmental studies for the widening of two segments of Temescal Canyon Road from a two-lane facility to a four-lane facility between Dawson Canyon Road and Dos Lagos Drive. The Dawson Canyon Segment of the Temescal Canyon Road Widening Project begins at Dawson Canyon Road and continues 0.7 mile northerly. The Dos Lagos Segment of the project begins at Leroy Road and continues 0.6 mile northerly to Dos Lagos Drive. The County has received strong public support from the Temescal Valley community for the road widening projects.

As the lead agency under the California Environmental Quality Act (CEQA), the County of Riverside prepared Initial Studies (IS) with proposed Mitigated Negative Declarations (MND) for both the Dawson Canyon Segment and the Dos Lagos Segment of the Temescal Canyon Road Widening Projects in order to analyze the proposed projects' impacts to the environment.

The Draft IS/MNDs were simultaneously circulated for a 30-day public review period from August 25, 2017 to September 24, 2017. Physical copies of the documents were made available for public review at the County Transportation Department Annex Office and at the Corona Public Library, and an electronic copy of the document was made available online at the County Transportation Department project website. The public was notified of the availability of the document through a Notice of Availability (NOA) of a Draft IS and a Notice of Intent (NOI) to adopt a Proposed MND for the project on August 25, 2017. The NOA/NOI was posted at the Riverside County Clerk's office and published in the Press Enterprise in English and La Prensa in Spanish. In addition, the NOA/NOI was mailed to federal, state and local agencies, tribal governments, utilities companies and to property owners within a 500-foot radius of the project site.

A public open house was held during the public circulation period on September 12, 2017 at the Trilogy Club House in Temescal Valley. Public comments were received by the County in the form of comment cards, letters and emails during the public availability period. The County has prepared responses to these comments, which have been incorporated into the Final IS/MNDs. Based on the studies' findings, the County has determined that the proposed projects will not have a significant effect on the environment because potential effects would be mitigated to a less than significant level through the incorporation of mitigation measures.

The adoption of the Initial Studies with Mitigated Negative Declarations (IS/MNDs) and the Mitigation Monitoring and Reporting Plans (MMRPs) will complete the CEQA environmental documentation for both projects.

Based on public need, the County Transportation Department is accelerating the delivery of this project. Final design is currently in process and will be completed by early 2018. Construction is expected to begin in mid-2018 and take approximately 6 to 8 months to complete.

Project No. C5-0072 - Temescal Canyon Road Widening Project - Dawson Canyon Segment
Project No. C6-0066 - Temescal Canyon Road Widening Project - Dos Lagos Segment

Impact on Residents and Businesses

The Temescal Canyon Road Widening Projects will add one travel lane in each direction along 1.3 miles of roadway paralleling I-15. It is the goal of this project, along with other proposed projects along the I-15 Corridor, to aid in congestion relief for the residents of Temescal Valley and commuters traveling through the corridor. The County recognizes the added inconvenience that construction activities may bring to already congested streets, and is therefore exploring cost-effective methods to minimize those impacts, including minimizing activities during the morning peak hour commute, and keeping 2 lanes open to traffic at all times.

SUPPLEMENTAL:

Additional Fiscal Information

The Board's approval of the CEQA documents will facilitate the project moving forward to complete the construction drawings and acquire the needed right-of-way. The project will be funded through local transportation funds. No federal funds are proposed to be used. There are no General Funds used in this project.

ATTACHMENTS:

Vicinity Map
IS/MND with MMRP - Dawson Canyon Segment
IS/MND with MMRP - Dos Lagos Segment
Notice of Determination - Dawson Canyon Segment
Notice of Determination - Dos Lagos Segment
NOA/NOI to Adopt MND
Journal Vouchers for CDFW & County Clerk Fee

Synthia M Gunzel, Supervising Deputy County Counsel 11/1/2017

Melissa Noone, Associate Management Analyst 11/3/2017

Gregory P. Priamos, Director County Counsel 11/1/2017

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department

Juan C. Perez, P.E., T.E.
Director of Transportation and Land Management

Patricia Romo, P.E.
Assistant Director of Transportation

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

Date

via transp.

Initial

DATE: November 14, 2017

TO: Mary Ann Meyer, Office of the County Clerk

FROM: Russell Williams, Environmental Division Manager RW
Marcia Frances Rose, Senior Transportation Planner

RE: Temescal Canyon Road Widening Project- Dawson Canyon Segment (W.O. # ZC5-0072 Task Code #Z1530)

The Riverside County Transportation Department is requesting that you post the attached **Notice of Determination** in compliance with Section 21108 or 21152 of the Public Resources Code. Attached you will find an authorization to bill by journal voucher in the amount of $50.00 for the posting fee. Please see the check for the **CDFW CEQA filing fee of $2,216.25.**

After posting, please return the document to Mail Stop #2136, Attention: Marcia Frances Rose. If you have any questions, please contact Marcia Frances Rose at (951) 955-1505.

Attachment

cc: file

NOV 14 2017 3.24

3525 14th Street · Riverside, CA 92501 · (951) 955-6800
FAX (951) 955-3164

NOTICE OF DETERMINATION

COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

SCH# 2017081056

PROJECT NAME: Adoption of the Final Initial Studies/Mitigated Negative Declarations with the MMRP and Approval the Temescal Canyon Widening Project – the Dawson Canyon

DESCRIPTION AND LOCATION: The County of Riverside proposes to widen Temescal Canyon Road to provide two travel lanes in each direction from south of Dawson Canyon Road to 0.7 mile northerly to match the four-lane roadway facilities north and south of the project. The existing roadway consists of one lane in each direction. The proposed street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk may be constructed on one or both sides of the street. The existing pavement will be removed and new pavement, along with concrete curb and gutter, will be constructed from south of Dawson Canyon Road /Temescal Canyon Road Intersection to approximately 0.7 mile north of the intersection. The work will include removing vegetation and trees (including oak trees), grading along adjacent lots, reconstructing driveway and street tie-ins, constructing ADA-compliant curb ramps, installing street lights, installing Fiber-Optic conduit and other associated work as needed. Near the northern project limit, the proposed Temescal Canyon Road may encroach into a steep hill and may require excavation and construction of a retaining wall. Traffic signals and loops at the signalized intersection of Dawson Canyon Road and Temescal Canyon Road will be reconfigured and lane striping, pavement markings, and roadside signs will be installed/relocated along the full length of the project. Storm drain improvements will include pipes, box culverts, catch basins, roadside ditches/channels, and headwalls.

Pursuant Division 13 of the Public Resources Code of California Environmental Quality Act ("CEQA"), the County of Riverside, as the Lead Agency prepared the Initial Study for the Temescal Canyon Road Project (Dawson Canyon Segment). The Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for public review from August 25, 2017 to September 24, 2017. The public Notice of Intent (NOI) to adopt the CEQA Initial Study/ Mitigation Negative Declaration was published in the Press Enterprise and La Prensa. A Public Meeting was held on September 12, 2017.

Therefore, the Initial Study/Mitigated Negative Declaration (IS/MND) process was completed in compliance with the CEQA Guidelines and Riverside County Rules to implement California Environmental Quality Act (CEQA). On November 14, 2017, the Riverside County Board of Supervisors adopted the Final IS/MND, the Mitigation Monitoring and Reporting Program (MMRP), and approved the Temescal Canyon Widening Project – the Dawson Canyon segment, as recorded in the 11/14/2017 Agenda.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA
3. ☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation measures [☒were ☐were not] made a condition of the approval of this project.
5. A Mitigation Monitoring plan was [☒was not ☐] adopted.
6. A statement of Overriding Considerations [☐was☒ was not] adopted for this project.

☒The project will not have a significant effect on the environment and a Mitigated Negative Declaration has been adopted pursuant to CEQA and may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th floor, Riverside, California 92501. ☒The Final IS/MND may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th floor, Riverside, California 92501.

Russell Williams — Title: Environmental Div. Manager — Date: 10/18/17

Patricia Romo — Title: Director of Transportation — Date: 10-18-17

HEARING BODY OR OFFICER

XX Board of Supervisors

____ Planning Commission

ACTION ON PROJECT

X Approval

____ Disapproval

Verifying: Board Assistant — Date: 11/14/17 11/14/17

For County Clerk Use

RIVERSIDE COUNTY CLERK & RECORDER
AUTHORIZATION
TO BILL
BY JOURNAL VOUCHER

-TO BE FILLED IN BY SUBMITTING AGENCY-

AUTHORIZATION NUMBER: W.O.# ZC50072C Task Code Z1530
537280-20000-31305000-ZC50072 -Z1530

AMOUNT: $50.00 filing fee + Check for $ 2,216.25 CDFW CEQA Filing Fee = $ 2,266.25

DATE: November 14, 2017

AGENCY: Riverside County Transportation Department

THIS AUTHORIZES THE COUNTY CLERK & RECORDER TO ISSUE A VOUCHER FOR PAYMENT OF ALL FILING AND HANDLING FEES FOR THE ACCOMPANYING DOCUMENT(S).

NUMBER OF DOCUMENTS INCLUDED: One (1)

AUTHORIZED BY: Russell Williams, Environmental Division Manager

Signature: R Williams

PRESENTED BY: Marcia Frances Rose, Senior Transportation Planner

-TO BE FILLED IN BY COUNTY CLERK-

ACCEPTED BY: _

DATE: _

RECEIPT # (S) _

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department

Juan C. Perez, P.E., T.E.
Director of Transportation and Land Management

Patricia Romo, P.E.
Assistant Director of Transportation

DATE: November 14, 2017

TO: Mary Ann Meyer, Office of the County Clerk

FROM: Russell Williams, Environmental Division Manager RW
Marcia Frances Rose, Senior Transportation Planner

RE: Temescal Canyon Road Widening Project- Dos Lagos Segment (W.O. # ZC5-0066 Task Code #Z1530)

The Riverside County Transportation Department is requesting that you post the attached **Notice of Determination** in compliance with Section 21108 or 21152 of the Public Resources Code. Attached you will find an authorization to bill by journal voucher in the amount of $50.00 for the posting fee. Please see the check for the **CDFW CEQA filing fee of $2,216.25.**

After posting, please return the document to Mail Stop #2136, Attention: Marcia Frances Rose. If you have any questions, please contact Marcia Frances Rose at (951) 955-1505.

Attachment

cc: file

NOV 14 2017 3.24

3525 14th Street · Riverside, CA 92501 · (951) 955-6800
FAX (951) 955-3164

NOTICE OF DETERMINATION

COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

SCH# 2017081055

PROJECT NAME: Adoption of the Final Initial Studies/Mitigated Negative Declarations with the MMRP and Approval the Temescal Canyon Widening Project – Dos Lagos Segment.

DESCRIPTION AND LOCATION: The County of Riverside proposes to widen a 0.6 mile segment of Temescal Canyon Road to provide two travel lanes in each direction from south of Leroy Road to Dos Lagos Drive to match the four-lane roadway facilities north and south of the project. The existing roadway is one lane in each direction. The street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk may be constructed on one or both sides of the street. The existing pavement will be removed and new pavement, along with concrete curb and gutter, will be constructed from south of Leroy Road to Dos Lagos Drive. The work will include removing vegetation and trees, grading along adjacent lots, reconstructing driveway and street tie-ins, constructing ADA-compliant curb ramps, and other associated work as needed. Some retaining walls may be required. Traffic loops at the signalized intersection of Dos Lagos Drive and Temescal Canyon Road will be reconfigured and lane striping, pavement markings, and roadside signs will be installed/relocated along the full length of the project. Storm drain improvements will include pipes, catch basins and headwalls. Utility relocations and adjustments will be made to fire hydrants, water meters, water valves, sewer manholes, gas meters, telephone pedestals, utility poles, fiber optic lines, water lines and gas lines as needed. Permanent acquisition of right-of-way is expected to be necessary at various locations along the length of the project.

Pursuant Division 13 of the Public Resources Code of California Environmental Quality Act ("CEQA"), the County of Riverside, as the Lead Agency prepared the Initial Study for the Temescal Canyon Road Project (Dos Lagos Segment). The Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for public review from August 25, 2017 to September 24, 2017. The public Notice of Intent (NOI) to adopt the CEQA Initial Study/ Mitigation Negative Declaration was published in the Press Enterprise and La Prensa. A Public Meeting was held on September 12, 2017.

Therefore, an Initial Study/Mitigated Negative Declaration (IS/MND) was completed in compliance with the CEQA Guidelines and Riverside County Rules to implement California Environmental Quality Act (CEQA). On November 14, 2017, the Riverside County Board of Supervisors adopted the Final IS/MND, the Mitigation Monitoring and Reporting Program (MMRP), and approved the Temescal Canyon Widening Project – the Dos Lagos segment, as recorded in 11/14/2017Agenda.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA
3. ☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation measures [☒were ☐were not] made a condition of the approval of this project.
5. A Mitigation Monitoring plan was [☒was not ☐] adopted.
6. A statement of Overriding Considerations [☐was☒ was not] adopted for this project.

☒The project will not have a significant effect on the environment and a Mitigated Negative Declaration has been adopted pursuant to CEQA and may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th floor, Riverside, California 92501. ☒The Final IS/MND may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th floor, Riverside, California 92501.

Russell Williams — Title: Environmental Div. Manager — Date: 10/18/17

Patricia Romo — Title: Director of Transportation — Date: 10-18-17

HEARING BODY OR OFFICER

XX Board of Supervisors

____ Planning Commission

ACTION ON PROJECT

X Approval

____ Disapproval

Verifying: Karen Gutierrez Title: Board Assistant Date: 11/14/17 11/14/17

For County Clerk Use

RIVERSIDE COUNTY CLERK & RECORDER
AUTHORIZATION
TO BILL
BY JOURNAL VOUCHER

-TO BE FILLED IN BY SUBMITTING AGENCY-

AUTHORIZATION NUMBER: W.O. # ZC6-0066C Task Code Z1530
537280-20000-31305000-ZC6-0066 -Z1530

AMOUNT: $50.00 filing fee + Check for $ 2,216.25 CDFW CEQA Filing Fee = $ 2,266.25

DATE: November 14, 2017

AGENCY: Riverside County Transportation Department

THIS AUTHORIZES THE COUNTY CLERK & RECORDER TO ISSUE A VOUCHER FOR PAYMENT OF ALL FILING AND HANDLING FEES FOR THE ACCOMPANYING DOCUMENT(S).

NUMBER OF DOCUMENTS INCLUDED: One (1)

AUTHORIZED BY: Russell Williams, Environmental Division Manager

Signature: RWilliams

PRESENTED BY: Marcia Frances Rose, Senior Transportation Planner

-TO BE FILLED IN BY COUNTY CLERK-

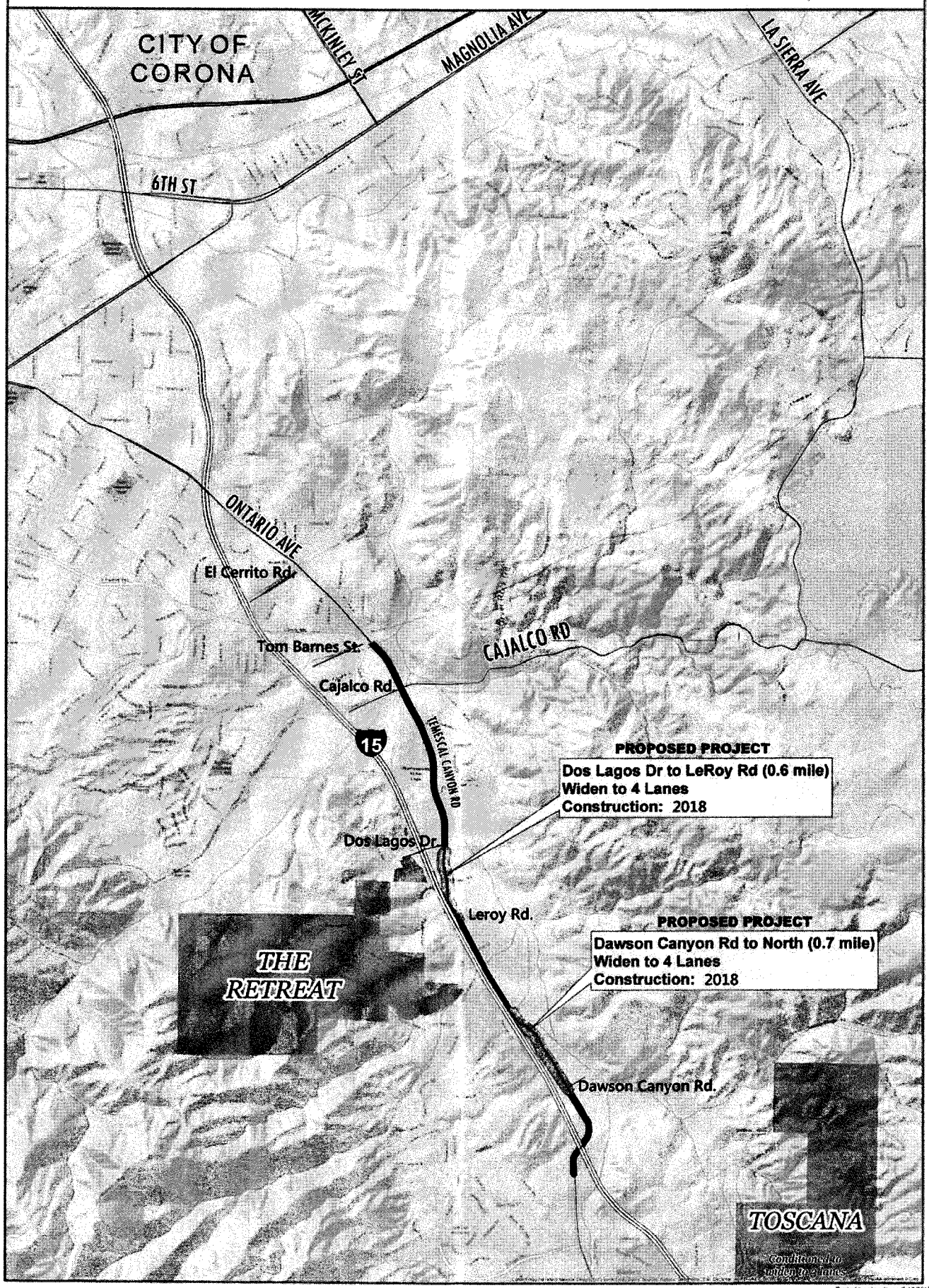
ACCEPTED BY: _

DATE: _

RECEIPT # (S) _

Temescal Canyon Improvement Program

PROJECT -- Project Description
-- Existing 4 Lanes
-- Proposed 4 Lanes



Printed by amartin on 5/18/2017

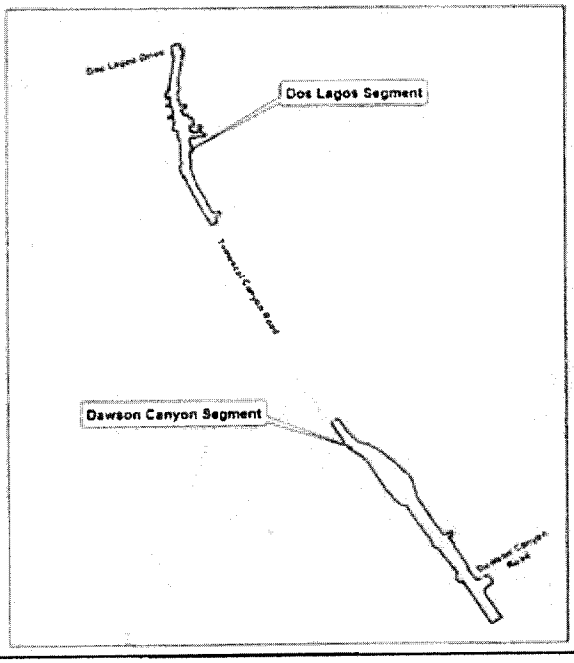
PUBLIC NOTICE

Notice of Availability of Initial Study and Notice of Intent to Adopt a Mitigated Negative

Temescal Canyon Road Widening Project – Dawson Canyon and Dos Lagos Segments

WHAT IS BEING PLANNED?

The County of Riverside proposes to widen two segments of Temescal Canyon Road between Dos Lagos Drive and Dawson Canyon Road to match the existing four-lane roadway facilities north and south of each segment. South of Dawson Canyon Road to 0.7 mile northerly is identified as the Dawson Canyon Segment, and the 0.6 mile segment between Leroy Road and Dos Lagos Drive is identified as the Dos Lago Segment. The existing roadway within each segment is one lane in each direction. The proposed street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk is planned on one or both sides of the street. The purpose of the project is to relieve congestion along Temescal Canyon Road and improve safety, which includes an increase in sight distance along Temescal Canyon Road. The project's purpose will also bring the roadway up to current County design standard for Major Highways.



WHY THIS PUBLIC NOTICE?

The Riverside County Transportation Department has studied the effects these projects may have on the environment. The studies show they will not significantly affect the quality of the environment. A Draft Initial Study with Proposed Mitigated Negative Declaration has been prepared for each project segment to outline how the proposed project could affect the environment and what measures are included to avoid, minimize, and/or mitigate for those impacts. This notice is to advise you that the preparation of these documents has been completed and are available for you to review. Additionally, a public informational meeting will be held to give you an opportunity to discuss each project with the County.

WHAT'S AVAILABLE?

The Draft Initial Studies with Proposed Mitigated Negative Declarations have been prepared and are available for public review beginning August 25, 2017 through September 24, 2017. During the public review period, copies of both documents will be available at the Riverside County Transportation Department located at 3525 14th Street, Riverside, CA 92501 and the Corona Public Library located at 650 S. Main Street, Corona, CA 92882. A public informational workshop regarding this project will be held on September 12, 2017 at the Trilogy Club House, located at 24503 Trilogy Parkway, Corona, CA 92883 from 6:00PM to 7:00PM. In compliance with the Americans with Disabilities Act (ADA), persons with disabilities may request reasonable accommodations, including auxiliary aids and services at no cost, to participate in the meeting by contacting Marcia Frances Rose at (951) 955-1505 or MFRose@rivco.org at least 3 business days before the scheduled event. This document is available in alternate formats upon request.

WHERE DO YOU COME IN?

Please read each Draft Initial Study with Proposed Mitigated Negative Declaration and learn how this project can affect you. If you have any questions or comments, please submit your comments in writing no later than September 24, 2017 to Marcia Frances Rose at the Riverside County Transportation Department - Environmental Division, 3525 14th Street, Riverside, CA 92501. After comments are received from the public and reviewing agencies, the County may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project.

CONTACT

For more information, or to submit comments, please contact Marcia Frances Rose at the Riverside County Transportation Department - Environmental Division, 3525 14th Street, Riverside, CA 92501, by phone at (951) 955-1505, or by email to MFRose@rivco.org.

AVISO PUBLICO

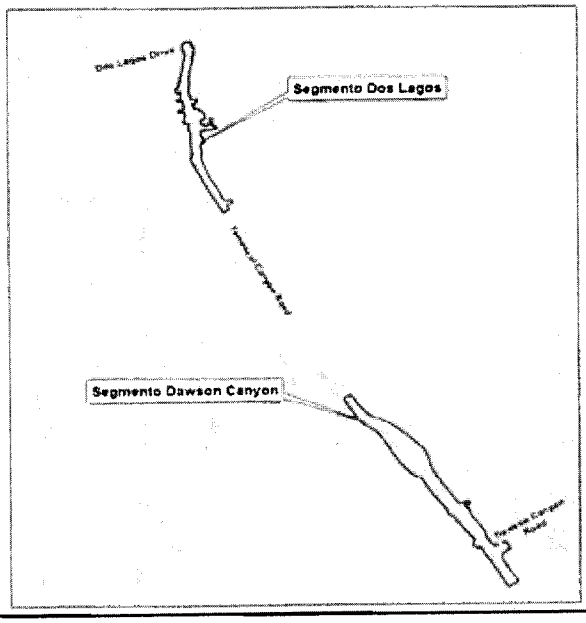
Aviso de Disponibilidad del Estudio Inicial y Notificación de Intención de Adoptar una Declaración Negativa Mitigada

Temescal Canyon Road Widening Project – Dawson Canyon and Dos Lagos Segments

(Proyecto para Ampliar Temescal Canyon Road – Segmentos Dawson Canyon y Dos Lagos)

¿Qué se esta planeando?

El Condado de Riverside propone ampliar dos segmentos de Temescal Canyon Road entre Dos Lagos y Dawson Canyon Road para igualar la existente autopista de cuatro carriles en las direcciones norte y sur de cada segmento. Desde el sur de Dawson Road hasta 0.7 millas al norte es identificado come el Segmento Dawson Canyon, y el segmento de 0.6 millas entre Leroy Road y Dos Lagos Drive es identificado como el Segmento Dos Lagos. La sección de autopista existente entre cada segmento es un carril en cada dirección. La sección de la autopista propuesta incluyera dos carriles de 12-pies y un carril para bicicletas de 8-pies en cada dirección, incluyendo en el centro un carril de dos vias de 12–pies (intermedio pintado). En adición, una banqueta de 6-pies de ancho adyacente al bordillo es planeada en uno o los dos lados de la carretera. El propósito del proyecto es aliviar congestión de tráfico, mejorar la seguridad que incluye un aumento en distancia de visibilidad por Temescal Canyon Road. El propósito del proyecto también va a actualizar la autopista al estándar del Condado para Carreteras Mayores.



¿Por qué es un aviso público?

El Departamento de Transportación del Condado de Riverside ha estudiado los daños al medio ambiente que pueda causar este proyecto. Los estudios indican que no hay daño significativo a la calidad del medio ambiente. Un Proyecto de Estudio Inicial con la Propuesta de Declaración Negativa Mitigada ha sido preparado para cada segmento para delinear cómo el proyecto propuesto podría afectar el medio ambiente y qué medidas se incluyen para evitar, minimizar, y/o mitigar por estos impactos. Este aviso es para avisarle sobre la preparación de estos documentos que han sido terminados y disponible para su revisión. Adicionalmente, hay una junta de información pública para darle una oportunidad de discutir cada proyecto con el condado.

¿Lo que está disponible?

El Proyecto de Estudios Inicial con Propuestas de Declaraciones Negativas Mitigadas ha sido preparado y está disponible para revisión pública comenzando el 25 de Agosto del 2017 y terminando el 24 de Septiembre del 2017. Durante el periodo de revisión publica, se estarán disponibles copias de los dos documentos en El Departamento de Transportación del Condado de Riverside localizado en 3525 14th Street, Riverside, CA 92501 y en la Librería Publica de la Ciudad de Corona localizado en 650 S. Main Street, Corona, CA 92882. Un taller informativo público sobre este proyecto se llevara a cabo en el 12 de Septiembre 2017 en el lugar Trilogy Club House, localizado en 24503 Trilogy Parkway, Corona, CA 92883 de las 6:00PM a las 7:00PM. En cumplimiento de la Ley de Estadounidenses con Discapacidades (ADA), las personas con discapacidad podrán solicitar adaptaciones razonables, incluyendo las ayudas y servicios auxiliares, sin costo alguno, para participar en la reunión contacte Marcia Frances Rose llamando al (951) 955-1505 o MFRose@rivco.org por lo menos 3 días hábiles antes del evento programado. Este documento está disponible en formatos alternativos bajo solicitud.

¿Qué puedes hacer?

Por favor, lea cada Estudio Inicial con la Propuesta de Declaración Negativa Mitigada de cada proyecto y aprenda cómo este proyecto puede afectarle. Si tiene preguntas o comentarios, envíe sus comentarios por escrito a más tardar el 24 de Septiembe del 2017 dirigido a Marcia Frances Rose Riverside County Transportation Department - Environmental Division, 3525 14th Street, Riverside, CA 92501. Después de recibir comentarios del público y agencias de revisión, el Condado puede: 1) dar aprobación ambiental al proyecto propuesto, 2) hacer estudios ambientales adicionales, o 3) abandonar el proyecto.

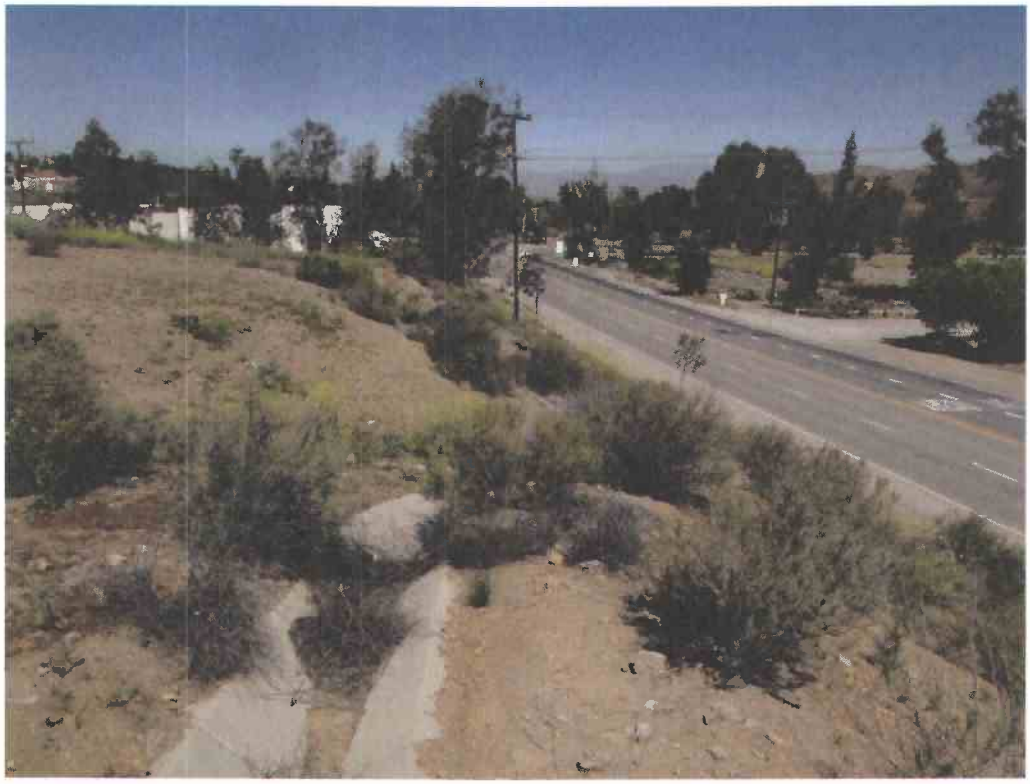
CONTACTO

Para más información o para enviar comentarios, por favor contacte a Marcia Frances Rose, Riverside County Transportation Department - Environmental Division, 3525 14th Street, Riverside, CA 92501, o por teléfono (951) 955-1505, o por correo electrónico a MFRose@rivco.org.

Temescal Canyon Road Widening Project – Dos Lagos Segment

COUNTY OF RIVERSIDE, CALIFORNIA

Initial Study with Mitigated Negative Declaration



Prepared by the County of Riverside

October 2017

Temescal Canyon Road Widening Project – Dos Lagos Segment

The County of Riverside, California
Transportation Department

INITIAL STUDY
with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

COUNTY OF RIVERSIDE
Transportation Department

10/18/17
Date of Approval

Marcia Frances Rose
Senior Environmental Planner
Riverside County Transportation Department-Environmental Division
County of Riverside

10/18/17
Date of Approval

Russell Williams
Environmental Division Manager
Riverside County Transportation Department-Environmental Division
County of Riverside

SCH#: 2017081055

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The County of Riverside proposes to widen a 0.6 mile segment of Temescal Canyon Road to provide two travel lanes in each direction from south of Leroy Road to Dos Lagos Drive to match the four-lane roadway facilities north and south of the project. The existing roadway is one lane in each direction. The street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk may be constructed on one or both sides of the street. The existing pavement will be removed and new pavement, along with concrete curb and gutter, will be constructed from south of Leroy Road to Dos Lagos Drive. The work will include removing vegetation and trees, grading along adjacent lots, reconstructing driveway and street tie-ins, constructing ADA-compliant curb ramps, and other associated work as needed. Some retaining walls may be required. Traffic loops at the signalized intersection of Dos Lagos Drive and Temescal Canyon Road will be reconfigured and lane striping, pavement markings, and roadside signs will be installed/relocated along the full length of the project. Storm drain improvements will include pipes, catch basins and headwalls.

Utility relocations and adjustments will be made to fire hydrants, water meters, water valves, sewer manholes, gas meters, telephone pedestals, utility poles, fiber optic lines, water lines and gas lines as needed.

Permanent acquisition of right-of-way is expected to be necessary at various locations along the length of the project.

Construction is expected to begin in 2018 and would require approximately 6 months to complete.

Determination

The County of Riverside has prepared an Initial Study for this project and has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no impacts on:

- Agriculture and Forest Resources
- Mineral Resources
- Population and Housing
- Recreation

The project would have less than significant impact on utilities and service systems as well as land use and planning.

The project would have a less than significant impact on aesthetics, air quality, biological resources, cultural resources, tribal cultural resources, geology and soils, greenhouse gas

emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation/traffic, and mandatory findings of significance with the incorporation of the measures provided below:

Aesthetics

AES-1: Per Riverside County Transportation Department's standards regarding erosion control, exposed slopes will be revegetated.

AES-2: Lighting for the project will be shielded.

AES-3: The design and implementation of aesthetic elements shall be coordinated between the community and Riverside County Transportation Department and incorporated during final design.

Air Quality

AQ-1: The contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ-2: The contractor shall control dust by applying either water or dust palliative, or both.

AQ-3: The construction contractor shall implement control measures to reduce emissions of NOX, ROG, and PM_{10}. The contractor shall:

- Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required.
- To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintaining heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions.
- Use electric equipment when feasible.
- Properly maintain equipment according to manufacturers' specifications.

AQ-4: Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.

Biological Resources

BIO-1: Prior to the start of construction activities, the project limits in proximity to jurisdictional waters and along MSHCP Criteria Cell boundaries must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into waters or sensitive habitat areas. The project biologist will periodically inspect the ESA to ensure sensitive locations outside the limits of construction remain undisturbed. Fencing or staking will be maintained until the completion of all construction activities.

BIO-2: Contract specifications will include the following BMPs from the Western Riverside MSHCP, where applicable, to reduce erosion during construction:

- A project biologist will conduct a training session for project personnel prior to grading activities. The training shall include a description of the species of concern with potential to occur within the BSA and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.
- Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements.
- The project will be designed to avoid the placement of equipment and personnel within jurisdictional waters or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
- If stream flows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts.
- Equipment storage, fueling, and staging areas will be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into waters. Project related spills of hazardous materials will be reported to appropriate entities including but not limited to applicable jurisdictional city, USACE, CDFW, RWQCB and will be cleaned up immediately and contaminated soils removed to approved disposal areas.
- Erodible fill material will not be deposited into water courses. Brush, loose soils, or other similar debris material will not be stockpiled within waters or on their banks.
- The project biologist will monitor ground-disturbing activities to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
- The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts to sensitive habitats and jurisdictional waters shall be returned to pre-existing conditions.
- Exotic species documented in the Biological Resources Report, predominately located along Temescal Canyon Road will be permanently removed from the site (within the project disturbance area) to the extent feasible.
- To avoid attracting predators of the species of concern, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the project site.
- Construction employees will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and will be specified in the construction plans.

BIO-3: The footprint of disturbance will be minimized to the maximum extent feasible. Access to construction sites will occur on pre-existing routes to the greatest extent possible.

BIO-4: Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds must be cleaned to reduce the spreading of noxious weeds.

BIO-5: All plant material used to re-vegetate temporarily disturbed habitat areas must be approved by the project biologist prior to installation and must be comprised of locally appropriate native species. Selected species must not be listed by Cal-IPC as invasive.

BIO-6: Vegetation clearing will only occur within the delineated project boundaries. Final plans will delineate which trees can be saved and which will be removed. Where possible, trees will be identified for trimming rather than full removal with the guidance of the project biologist. When feasible, vegetation within drainages will be cut above soil level.

BIO-7: Where feasible, impacts to native oak trees (*Quercus* sp.) would be replaced at a 1:1 ratio at an off-site County approved location.

BIO-8: The project will adhere to the Riverside County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the Riverside County General Plan (TCAP 17.1). To the greatest extent practicable, native oak trees will be avoided and protected.

BIO-9: If possible, tree removal should occur between September 2nd and January 31st. outside the breeding season for all bird species (February 1st-September 1st).

BIO-10: If tree removal is to take place during the nesting season (February 1st-September 1st), a pre-construction nesting bird survey must be conducted within 3 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist will be removed by the contractor. If vegetation is not removed within 2 weeks following the initial bird survey, additional nesting bird surveys would be required. A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

BIO-11: Pre-construction presence/absence surveys for burrowing owl within the project area, where suitable Habitat is present, will be conducted for all Covered Activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If the 30-day pre-construction survey finds 3 or fewer pairs of burrowing owls on the project site, a Burrowing Owl Protection and Relocation Plan will be prepared for review and approval by the wildlife agencies and the RCA.

BIO-12: If an active burrowing owl burrow is observed during pre-construction surveys the following will be implemented:

- Environmental awareness training will be provided prior to the onset of the project work for construction personnel to brief them on how to recognize burrowing owls and how to handle any encounters with burrowing owls;

- No fumigation, use of treated bait or other poisoning nuisance animals in the area where burrowing owls are known to occur;
- Ground disturbance near observed burrow location will be conducted during the nonbreeding season of September 1 – February 28 with a 50m (165 ft) setback;
- CDFW will be promptly informed for further guidance.

BIO-13: All staging areas, borrow sites, and other areas of temporary disturbance will be returned to preconstruction conditions.

BIO-14: Trees within the project area provide potential bat habitat and they will need to be removed prior to construction. A presence/absence survey for bats will be conducted 30 days prior to vegetation removal. Trees must be removed between September 1st and March 31st outside of the maternity season (April 1st –August 31st). Additional specific tree removal procedures (including potential exclusions, removal of bark, or out of season removal, etc.) will be determined on a case by case basis by the project biologist.

BIO-15: A pre-construction clearance survey will be conducted by the project biologist to verify that no wildlife is located within the project area before ground disturbing activities.

BIO-16: The contractor must not apply rodenticide or herbicide within the project area during construction.

BIO-17: The contractor must dispose of all food-related trash in closed containers, and must remove it from the project area each day during construction. Construction personnel must not feed or attract wildlife to the project area.

Cultural Resources

CR-1: Prior to construction, cultural resource awareness and sensitivity training shall be provided to all construction crew members to ensure that the crew members are aware of the need for cultural resource monitoring, the monitoring protocol, and the work cessation and notification protocol.

CR-2: If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, a representative of the appropriate Native American Tribe(s), and the Riverside County Transportation Department shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.

CR-3: An Archaeological Resources Discovery and Monitoring Plan and an Archaeological Resources Treatment Plan shall be prepared and implemented prior to project construction to protect the identified archaeological resource(s) or tribal cultural resources from damage and destruction during construction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) or tribal cultural resources in accordance with current professional archaeology standards. The treatment

plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered archaeological or tribal cultural resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the Riverside County Transportation Department. If the collections and associated records are donated to a curation facility, the facility shall be located within the Riverside County and shall meet federal standards per 36 CFR Part 79. A final report containing archaeological monitoring results and the significance and treatment findings (Archaeological Monitoring Results/Data Recovery Report) shall be prepared by the archaeologist and submitted to the Riverside County Transportation Department, the Eastern Information Center, and the appropriate Native American Tribe.

CR-4: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Tribal Cultural Resources

TCR-1: Oak trees within the project area are considered an important part of a Native American Traditional Cultural Landscape, representing a significant component of Native American cultural heritage and history. Final project roadway plans will be designed to avoid impacts to oak trees, when feasible. Should oak trees be removed to construct the project, the oak trees and their associated habitat shall be replaced according to the Riverside County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the Riverside County General Plan (TCAP 17.1).

TCR-2: The Riverside County Transportation Department shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the County of Riverside Transportation Department during the AB 52 process. The Riverside County Transportation Department shall coordinate with the Native American Tribe(s) to develop a Tribal Construction Monitoring Agreement(s). A copy of the agreement shall be provided to the Riverside County Transportation Department prior to the start of construction of the project. Both a tribal monitor and archaeological monitor shall be present during all ground disturbing activities of the project. The tribal and archaeological monitor may elect to reduce monitoring efforts should it be determined that further ground disturbing activities would have a low potential to impact buried cultural resources.

TCR-3: In the event that Native American cultural resources are inadvertently discovered during the course of constructing this project, the following procedures will be carried out for treatment and disposition of the discoveries. The Riverside County Transportation Department shall relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to Native American cultural resources. The Riverside County Transportation Department shall relinquish the Native American artifacts through one or more of the following methods and provide evidence of same.

a) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.
b) A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.
c) Should reburial of collected cultural items be preferred, it shall not occur until after the final report documenting archaeological monitoring results and the significance and treatment findings (Archaeological Monitoring Results/Data Recovery Report) has been submitted to the Riverside County Transportation Department. Should curation be preferred, the Riverside County Transportation Department is responsible for all costs and the repository and curation method shall be described in the Archaeological Monitoring Results/Data Recovery Report.

Greenhouse Gas Emissions

CC-1: The contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions, which include the following relevant measures from the County of Riverside General Plan Air Quality Element:

- AQ 4.6. Require stationary air pollution sources to comply with applicable air district rules and control measures.
- AQ 4.9. Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

Hazardous Waste

HAZ-1: To avoid impacts from pavement striping during construction it is recommended that removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE.

HAZ-2: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby gas stations). Should any previously unknown hazardous waste/material be encountered

during construction, the procedures outlined in Caltrans Hazards Procedures for Construction shall be followed.

Hydrology and Water Quality

WQ-1: The following best management practices shall be incorporated into the 100% plans, specifications, and estimates, pursuant to the 2017 Transportation Project Guidance and the Riverside County MS4 permit guidelines:

- Road widths shall be minimized where feasible to reduce the increase in impervious surfaces to the minimum necessary to meet the project purpose and need.
- Install and maintain trash racks in new and existing catch basins;
- Provide stencil painting and sign on catch basin inlets ("Only Rain Down the Storm Drain");
- Drainage facilities shall be inspected and maintained to ensure they continue to function as intended by the project design (catch basins, storm drain pipe, structures); and
- Road surfaces adjoining the curb & gutter shall be swept regularly to minimize sedimentation buildup in the stormdrain system and to reduce discharge of sediment into adjacent water features.

WQ-2: The construction contractor shall obtain coverage under the Construction General Permit 2009-0009-DWQ NPDES CAS No. CAS 000002 prior to any ground disturbance activities associated with the project. The Contractor's SWPPP shall describe the Contractor's plan for managing run-on and runoff during each construction phase. The SWPPP shall describe the Best Management Practices (BMPs) that will be implemented to control erosion, sediment, tracking, construction materials, construction wastes, and non-storm water flows. The SWPPP shall describe installation, operation, inspection, maintenance, and monitoring activities that will be implemented for compliance with the CGP and all applicable federal, state, and local laws, ordinances, statutes, rule and regulations related to the protection of water quality.

Noise

NOI-1: Rubberized asphalt or Open Grade Friction Course will be used throughout Dos Lagos segment of the Temescal Canyon Road Widening Project from Leroy Road to 200' southerly of the Dos Lagos Drive and Temescal Canyon Road Intersection.

NOI-2: The Contractor shall follow County of Riverside noise ordinances for construction activities:

- Use an alternative waiting method instead of a sound signal unless required by safety laws.
- Equip an internal combustion engine with the manufacturer-recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

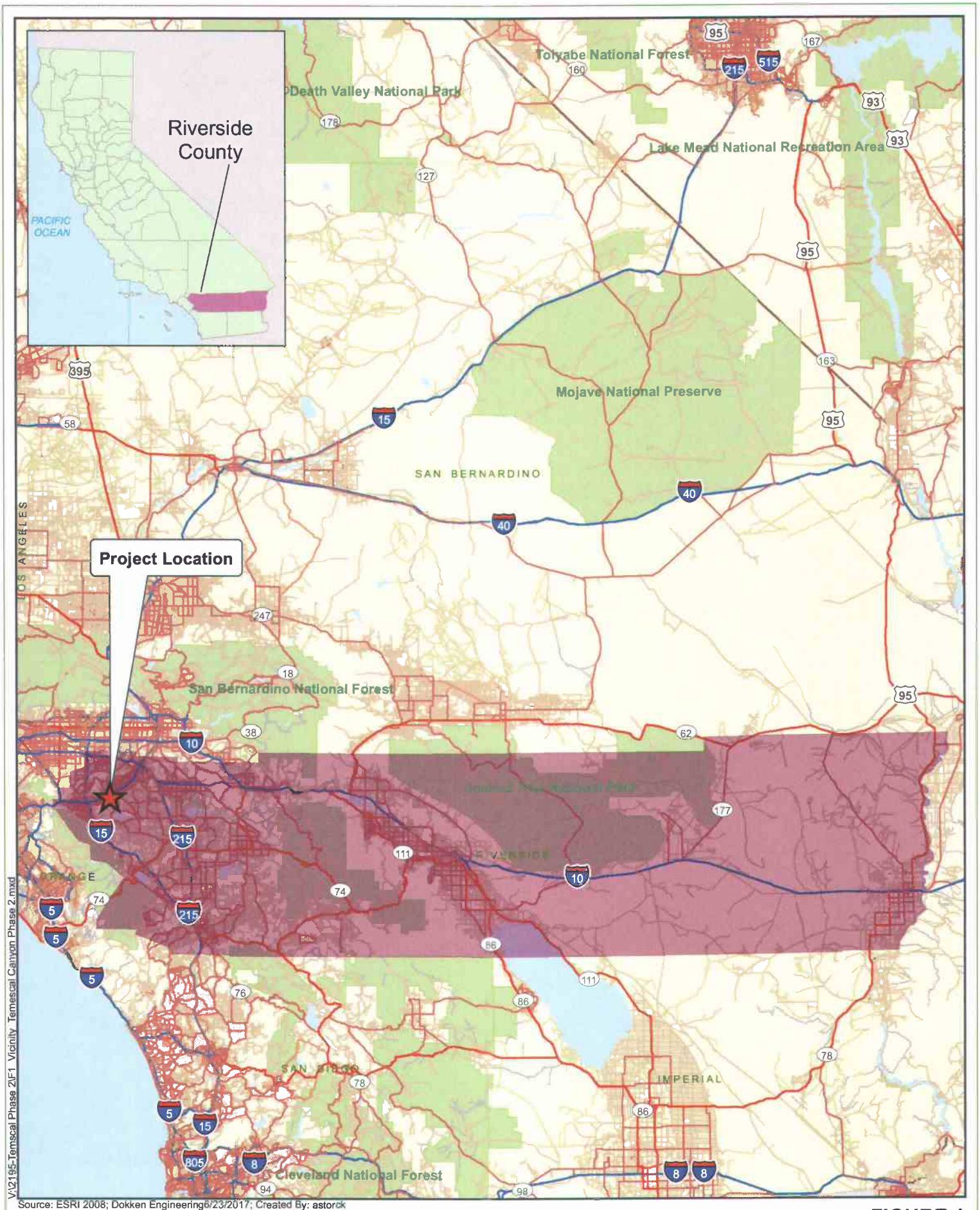
Traffic

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic control plan.

Russell Williams — 10/18/17

Russell Williams
Environmental Division Manager
Riverside County Transportation Department-Environmental Division
County of Riverside

Date



Source: ESRI 2008; Dokken Engineering 6/23/2017; Created By: astorck

0 40 80 Miles

V:\2195-Temscal Phase 2\F1 Vicinity Temescal Canyon Phase 2.mxd

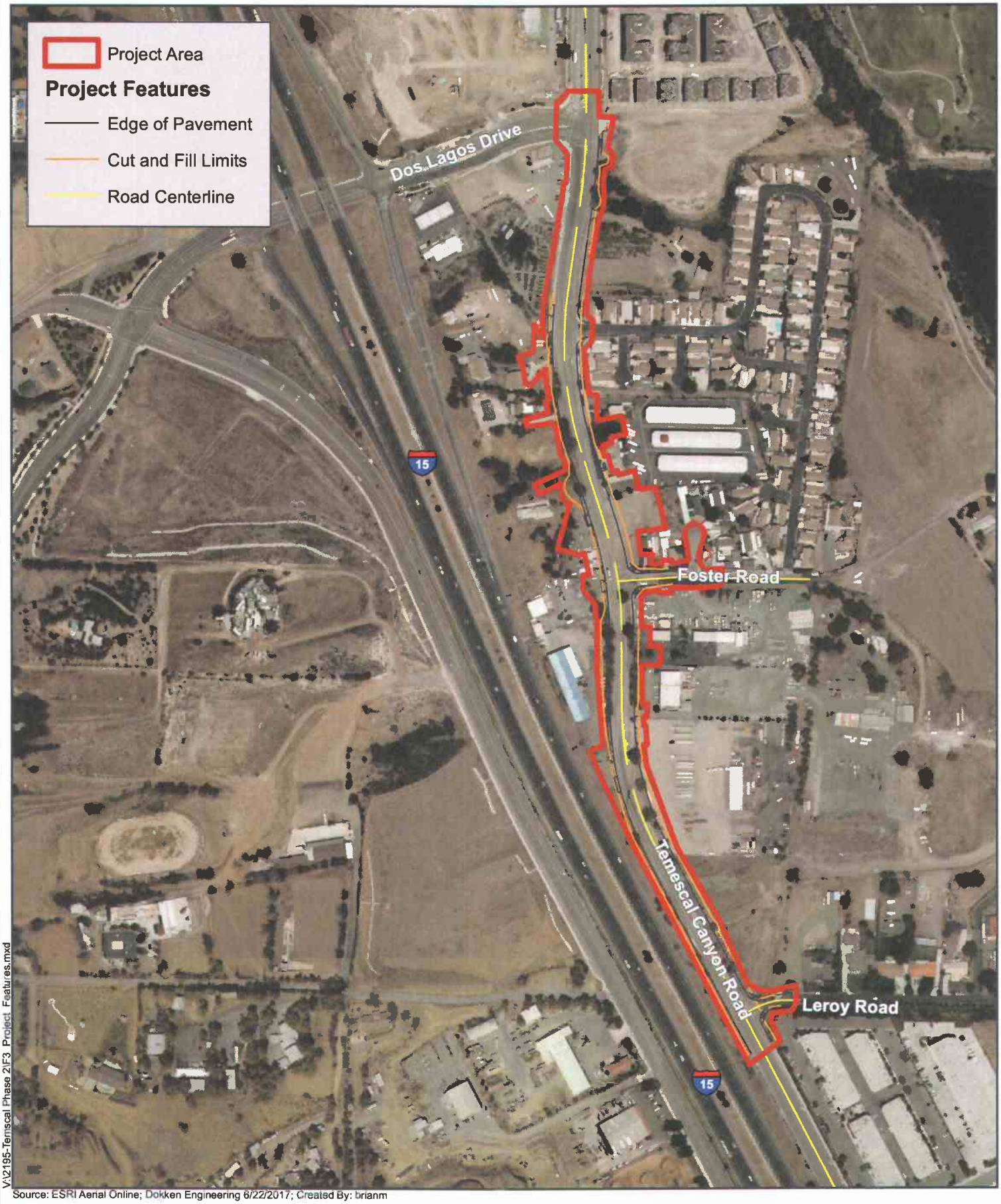
FIGURE 1
Project Vicinity
Temescal Canyon Road Widening Project-Dos Lagos Segment
Riverside County, California

V:\2195-Temescal Phase 2\F2_Project Location_Temescal Canyon Phase 2.mxd

Source: ESRI Aerial Online; Dokken Engineering 6/22/2017; Created By: brianm

0 0.25 0.5 0.75 1 Miles

FIGURE 2
Project Location
Temescal Canyon Road Widening Project-Dos Lagos Segment
Riverside County, California



V:\2195-Temscal Phase 2\F3_Project_Features.mxd

Source: ESRI Aerial Online; Dokken Engineering 6/22/2017; Created By: brianm

0 250 500 750 1,000 Feet

FIGURE 3
Project Features
Temescal Canyon Road Widening Project-Dos Lagos Segment
Riverside County, California

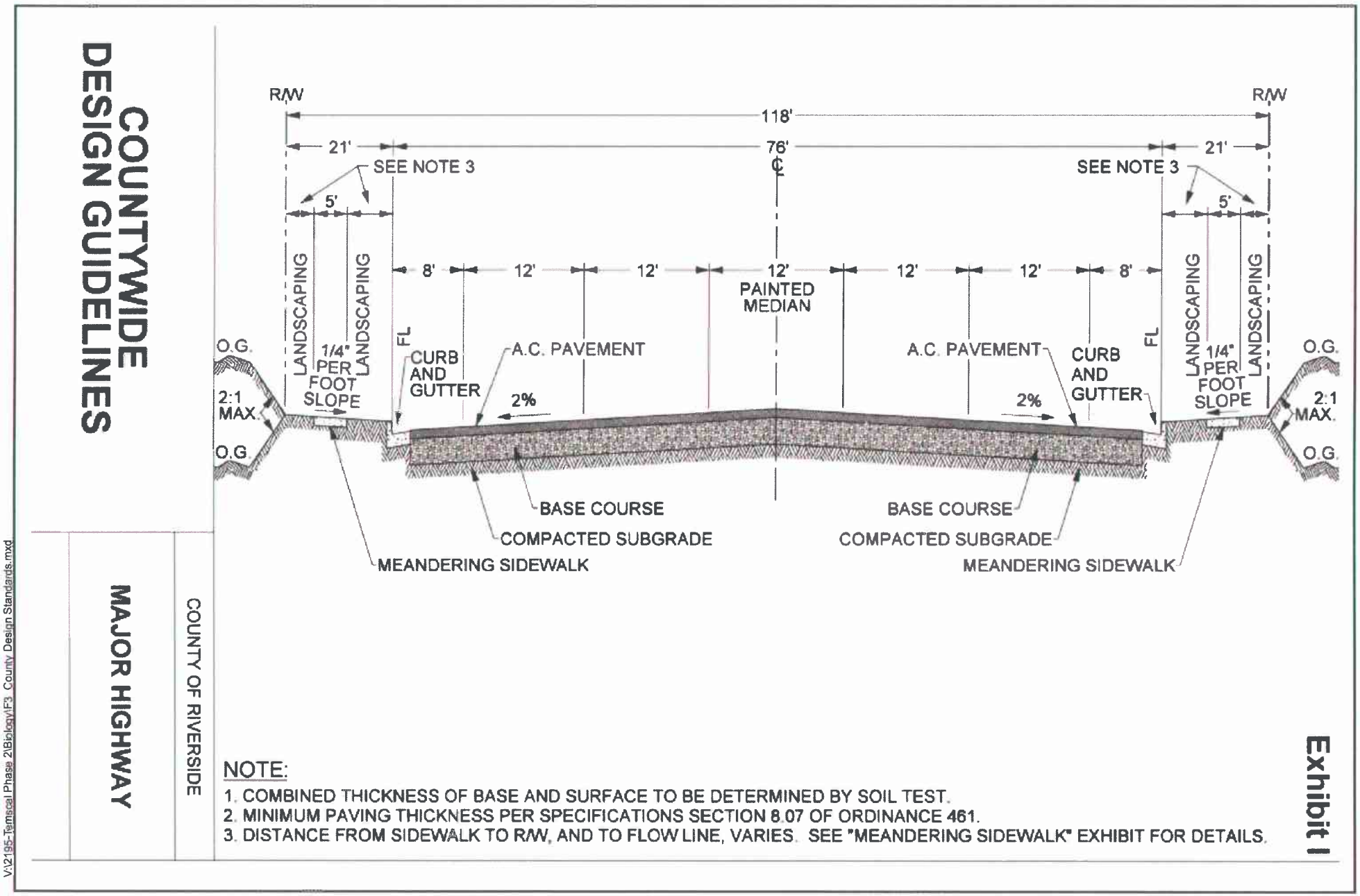


FIGURE 4

Project Layout

Temescal Canyon Road Widening Project- Dos Lagos Segment
Riverside County, California

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PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Temescal Canyon Road – Dos Lagos Segment
Lead agency name and address:	Riverside County Transportation Department 3525 14th Street Riverside, CA 92501
Contact person and phone number:	Marcia Frances Rose, M.S., PMP 951-955-1505
Project Location:	County of Riverside
General plan description:	Arterial Highway, Estate Density Residential, Business Park, Commercial Retail, and High Density Residential.
Objectives	The County of Riverside proposes to widen Temescal Canyon Road between Leroy Road and Dos Lagos Drive to relieve traffic congestion and bring the roadway up to current County design standards for Major Highways. The existing roadway consists of one lane in each direction through most of the project area but has already been improved to a four lane facility near the intersection of Dos Lagos Road. Temescal Canyon will be widened from two lanes to four lanes with sidewalks and shoulders.
Zoning:	Scenic Highway Commercial (C-P-S), Controlled Development Area (W-2), Industrial Park (I-P), and Manufacturing-Service Commercial (M-SC).
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	The County of Riverside proposes to widen a 0.6 mile segment of Temescal Canyon Road to provide two travel lanes in each direction from south of Leroy Road to Dos Lagos Drive to match the four-lane roadway facilities north and south of the project. The existing roadway is one lane in each direction. The street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk may be constructed on one or both sides of the street. The existing pavement will be removed and new pavement, along with concrete curb and gutter, will be constructed from south of Leroy Road to Dos Lagos Drive. The work will include removing vegetation and trees (including oak trees), grading along adjacent lots, reconstructing driveway and street tie-ins, constructing ADA-compliant curb ramps, installing street lights and Fiber Optic conduit, and other associated work as needed. Some retaining walls may be required. Traffic loops at the signalized intersection of Dos Lagos Drive and Temescal Canyon Road will be reconfigured and lane striping, pavement markings, and roadside signs will be installed/relocated along the full length of the project. Storm drain improvements will include pipes, catch basins and headwalls. Utility relocations and adjustments will be made to fire hydrants, water meters, water valves, sewer manholes, gas meters, telephone pedestals, utility poles, water lines and gas lines as needed.

DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: Russell Williams	**Date:** 11/7/17
Printed Name: Russell Williams	**For:**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 23 for additional information.

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

DETERMINATION

On the basis of this initial evaluation:

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Signature:	**Date:**
Printed Name:	**For:**

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

a-b) **No Impact.** The project area is not located within any state eligible scenic vistas or highways. I-15 is eligible for state listing; however it is not yet officially designated as a state scenic highway. The proposed project will not have a significant impact upon a scenic highway corridor. No impacts to any state eligible scenic highways or scenic vistas are anticipated.

c) **Less Than Significant Impact with Mitigation Incorporated**. The project location and setting provides context for determining potential changes to the existing visual character or quality of the site and its surroundings. The proposed project is located on Temescal Canyon Road from south of Leroy Road to Dos Lagos Drive. The project is located south of the City of Corona within Riverside County. The project area and vicinity is bounded on the west by I-15/Corona Freeway and on the east by commercial businesses and residential housing. The landscape is characterized by development intermixed with disturbed oak woodland habitats (Figures 5 and 6). The land use within the project corridor is primarily residential and commercial. The project corridor is defined as the area of land that is visible from, adjacent to, and outside the road right-of-way, and is determined by topography, vegetation, and viewing distance. Viewers

affected by the proposed road widening include motorists traveling on Temescal Canyon Road and the adjacent residential housing and businesses.

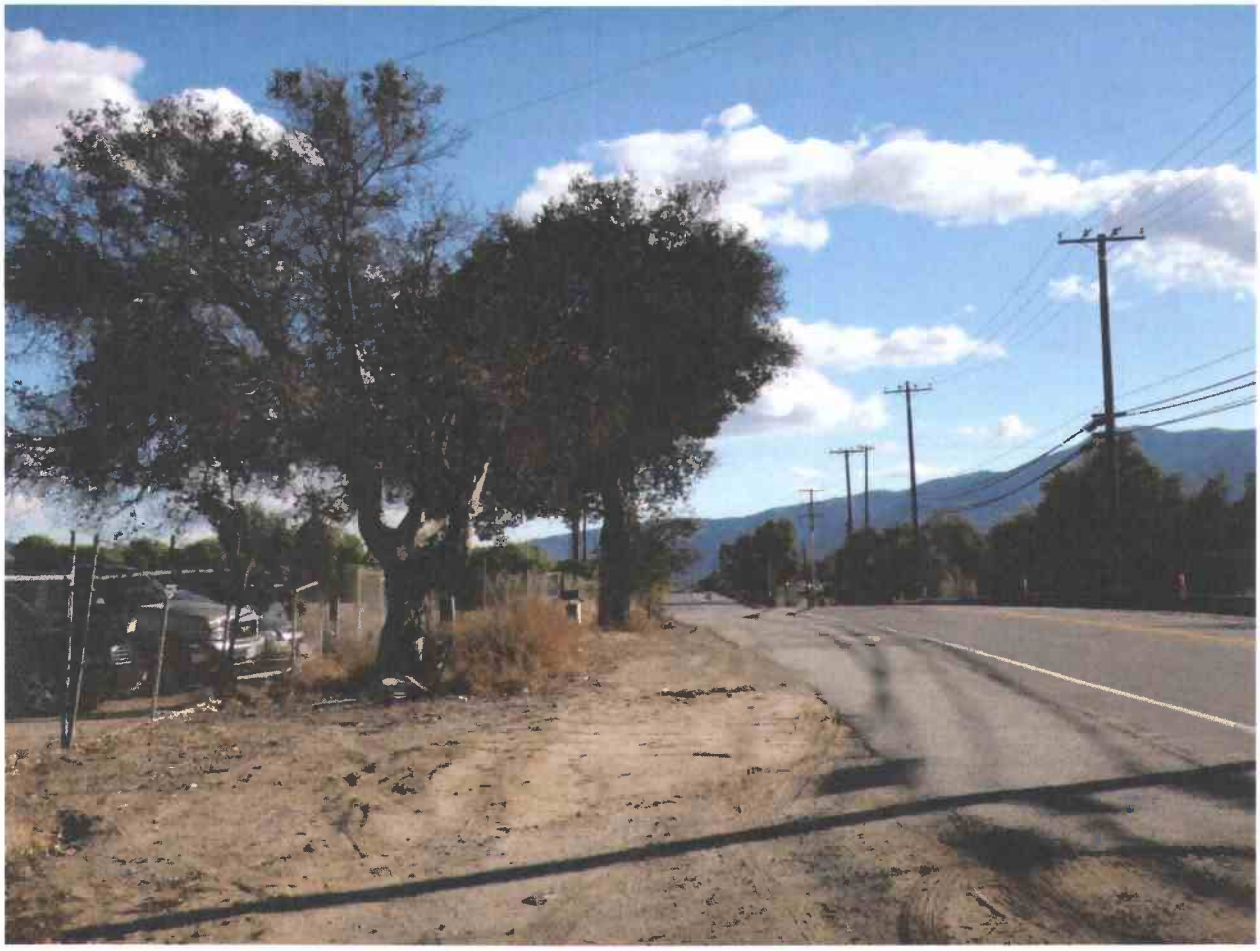


Figure 5. Existing view along Temescal Canyon Road, facing south towards Leroy Road.

Figure 6. Existing residential view along Temescal Canyon Road, facing north towards Dos Lagos Road.

Visual Resources and Resource Change

Visual resources of the project are defined and identified by assessing visual character and visual quality in the project corridor. Resource change is assessed by evaluating the visual character and quality of the visual resources that comprise the project corridor before and after construction of the proposed project.

The visual character of the proposed project will be compatible with the existing visual character of the project area. The widening of Temescal Canyon Road will result in similar visual conditions compared with a no project scenario. The existing form of the road is balanced between the man-made roadway and structures, and disturbed oak woodland habitat. The roadway consists of dark color, and somewhat rough texture due to cracks and patchwork on the road. The natural surroundings consist of sparse, oak woodland habitat throughout the project area with the extended length of the roadway dominated by residential housing and commercial use facilities. The road widening will continue along the current alignment of the existing facility, and remain consistent with the existing visual character. The visual quality of the existing corridor will remain consistent with pre-construction conditions and will not be significantly altered by the proposed project.

Resource Change (changes to visual resources as measured by changes in visual character and visual quality) is anticipated to be low. Visual character and quality of the proposed project will be similar to the existing visual character and quality of the project area in its current state. With the project, the widening of the road would have a similarly balanced form of man-made roadway and disturbed, oak woodland habitat. Since the

project does not substantially change the existing land uses and adds a minor amount of new paved surfaces, the visual character would not change substantially. While some oak trees would be removed, this would not substantially change the visual quality of the site. Any trees that are removed would be replanted according to the County oak tree removal ordinance. All temporary impacts to natural habitat would be re-contoured to pre-construction conditions, and re-vegetated with a native seed mix. The project would not change the surrounding character, because the project would largely stay on the existing alignment. Construction of the proposed project would temporarily change views experienced by drivers, pedestrians, and other people in the project area since construction equipment would be visible from neighboring areas; however these impacts are temporary, and therefore not considered substantial. Overall visual impacts as a result of the proposed project are anticipated to be low, as the viewer response would be low for residents, businesses and motorists. With the implementation of AES-1 through AES-3 the proposed project would have a less than significant impact with mitigation incorporated.

Oak Tree Removal

The project is anticipated to require the removal of approximately 15 oak trees located throughout the project area, 4 of which were evaluated by a certified arborist to be dead, in poor health and/or designated as a hazard tree as part of the County's 2016 *Temescal Corridor Oak Tree Study* (Riverside County 2016). Trees considered hazardous, dead, or in poor health are typically not considered for replacement or mitigation. Therefore, only a total of 11 oak trees in fair or better condition are anticipated to be removed by the project. One of these trees is located adjacent to a drainage which is within jurisdiction of the CDFW. With the exception of the oak within CDFW jurisdiction and the 4 trees determined to be hazardous, dead and/or in poor health, all other oaks removed by the project will be replaced pursuant the County's goal of oak replacement and are proposed to be replanted at a 1:1 ratio. Mitigation ratios for trees within CDFW jurisdiction (which include but are not limited to oaks) will be determined during the environmental permitting phase. Additionally, measures BIO-7 and BIO-8 in Section IV would minimize any potential impacts to oak trees within the project area.

d) **Less Than Significant with Mitigation Incorporated.** Lights would be located along the widened roadway. These added light sources are not anticipated to result in substantial light and glare impacts because this would minimally increase the amount of ambient light existing viewer groups already experience. Minimization of glare would be taken into account through implementation of AES-2.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures will be implemented to minimize potential impacts:

AES-1: Per Riverside County Transportation Department's standards regarding erosion control, exposed slopes will be revegetated.

AES-2: Lighting for the project will be shielded.

AES-3: The design and implementation of aesthetic elements shall be coordinated between the community and Riverside County Transportation Department and incorporated during final design.

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

a) **No Impact.** The proposed project area is not located within proximity to any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) **No Impact.** There are no Williamson Act contract lands within proximity to the project site.

c & d) **No Impact.** There are no forest lands or timberlands (or lands zoned as such) in the project study area. The project would not result in the loss of forest land or conversion of forest land to non-forest use.

e) **No Impact.** The project would have no impact to conversion of Farmland to non-agricultural use. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is in the project area as mapped by the Farmland Mapping and Monitoring Program of the California Resources Agency. No forest land is in the project area as well.

Avoidance, Minimization, and/or Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐

a - c) **Less Than Significant with Mitigation Incorporated.**

Affected Environment

The project site is located within Riverside County, which is located in the South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for the administration of federal and state air quality laws, regulations, policies, and standards. The EPA has established federal standards for which the California Air Resources Board (CARB) and SCAQMD have primary implementation responsibility. The CARB and SCAQMD are responsible for ensuring that state standards for air quality conformity are met. The SCAQMD is responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development. At the local level, air quality is managed through land use and development planning practices, and is implemented in the County through the general planning process.

The climate of the Basin is characterized by warm summers, mild winters, infrequent rainfall, frequent morning coastal fog, and moderate on-shore breezes. Precipitation is generally limited to a few storms during the winter season between November and April.

Rainfall patterns in the region average approximately 30 to 33 centimeters (12 to 13 inches) per year. The dominant wind pattern is a daytime sea breeze followed by a nocturnal land breeze, which is only interrupted by winter storms and infrequent but strong northeasterly "Santa Ana" winds from the mountains and the desert. Air pollution emissions from coastal areas are carried inland during the day; however, weak nighttime conditions allow pollutants to stagnate inland.

The climate of the area is affected by the surrounding mountains and hills that act as barriers that trap air emissions not blown out of the area from daily onshore air flows. Trapped emissions accumulate and worsen air quality. Thermal inversions also trap the pollutants and prevent dispersion. However, polluted air in the area is dispersed in the late afternoon via local winds from the Santa Margarita Canyon and Rainbow Gap.

The Basin's climate and topography contribute to the formation and transport of photochemical pollutants throughout the region. The region experiences temperature inversions that limit atmospheric mixing and trap pollutants, resulting in high pollutant concentrations near the ground surface. Generally, the lower the inversion base height from the ground and the greater the temperature increase from base to top, the more pronounced the inhibiting effect of the inversion will be on pollutant dispersion. Consequently, the highest concentrations of photochemical pollutants occur from late spring to early fall when photochemical reactions are greatest because of more intense sunlight and the lower altitude of daytime inversion layers. Surface inversions (those at altitudes of 0–500 feet [ft] above sea level) are most frequent during winter, and subsidence inversions (those at 1,000–2,000 ft above sea level) are most common in summer.

Existing air quality conditions in the project area can be characterized in terms of the ambient air quality standards that the state of California (California Ambient Air Quality Standards [CAAQS]) and the federal government NAAQS have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). Table 1 shows the state and federal standards for a variety of pollutants. Ambient air pollutant concentrations are measured at 35 permanent monitoring stations throughout the Basin. The federal and state governments have established ambient air quality standards for six criteria pollutants: ozone, CO, NO_2, SO_2, particulate matter ($PM_{2.5}$ and PM_{10}), and lead. Within the SCAQMD, ozone and $PM_{2.5}$ and PM_{10} are considered pollutants of concern.

Asbestos

Exposure and disturbance of rock and soil that contains asbestos can result in the release of fibers to the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (proper rock name serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present. Based on the map of naturally-occurring asbestos locations contained in *A General Location Guide for*

Table 1. Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards** [1]		**National Standards** [2]		
		Concentration [3]	**Method** [4]	**Primary** [3,5]	**Secondary** [3,6]	**Method** [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

(Table 1, continued)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos (California Department of Conservation, Division of Mines and Geology 2000), major ultramafic rock formations are not found within proximity to the proposed project site. As shown in Table 2, the Basin is currently classified as a nonattainment area under the CAAQS for 1-hour O_3, 8-hour O_3, $PM_{2.5}$ and PM_{10}. The project area is currently classified as a nonattainment area under the NAAQS for 8-hour O_3 and $PM_{2.5}$. The Basin is in attainment or unclassified for all other standards.

Table 2. Attainment for the South Coast Air Basin

Pollutant	Attainment Status	
	Federal	State
O_3 –8-hour	Nonattainment (Extreme)	Nonattainment
O_3 –1-hour	Nonattainment (Extreme)	Nonattainment
PM_{10}	Attainment (Maintenance)	Nonattainment
$PM_{2.5}$	Nonattainment (Serious)	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2	Attainment/Maintenance	Attainment
SO_2	Unclassifiable/Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Lead	Attainment/Unclassified	Attainment
Hydrogen Sulfide	No Federal Standard	Attainment

Source: California Air Resources Board, 2016
https://www.aqmd.gov/ceqa/handbook/signthres.pdf

The State CEQA Guidelines further state that the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the determinations above. The SCAQMD has specified significance thresholds (SCAQMD 2016) to determine whether mitigation is needed for project-related air quality impacts. The SCAQMD's thresholds of significance for construction- and operation-related emissions are presented in Table 3.

Table 3. South Coast Air Quality Management District Thresholds of Significance

Thresholds of Significance		
Pollutant	Construction (pounds per day)	Operation (pounds per day)
NO_x	100 lbs/day	55 lbs/day (0.0275 tons/day)
VOC	75 lbs/day	55 lbs/day (0.0275 tons/day)
PM_{10}	150 lbs/day	150 lbs/day (0.075 tons/day)
$PM_{2.5}$	55 lbs/day	55 lbs/day (0.0275 tons/day)
SO_x	150 lbs/day	150 lbs/day (0.075 tons/day)
CO	550 lbs/day	550 lbs/day (0.275 tons/day)
Lead	3 lbs/day	3 lbs/day (0.001 tons/day)

Source: South Coast Air Quality Management District 2016

Environmental Consequences

Construction Emissions

Construction and grading would not occur in an area with ultramafic rock that could be a source of emissions of naturally-occurring asbestos. Major ultramafic rock formations are not found in Riverside County (California Department of Conservation, Division of Mines and Geology 2000).

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and various other activities. Emissions from construction equipment also are anticipated and would include CO, NOx, volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM_{10} and $PM_{2.5}$, and small amounts of CO, SO_2, NOx, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by EPA to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity[1]. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Fugitive dust would be controlled during construction per measure AQ-1 and AQ-2.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NOx, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. Construction activities will not increase traffic congestion in the area, so CO and other emissions from traffic would not temporary increase slightly in the immediate area surrounding the construction site. SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and CARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO_2-related issues due to diesel exhaust will be minimal.

Construction emissions of ROG, NOx, CO, and PM_{10} were estimated using the *Road Construction Emissions Model* (Version 8.1.0) and presented in Table 4, which are compared to emission thresholds set by the SCAQMD (Appendix B). The road construction model is a public-domain spreadsheet model formatted as a series of individual worksheets. The model enables users to estimate construction emissions that

[1] C. Cowherd, Jr., et al., Development Of Emissions Factors For Fugitive Dust Sources, EPA-450/3-74-03, U. S. Environmental Protection Agency, Research Triangle Park, NC, June 1974.

would be generated during 6 months of construction using a minimum amount of project-specific information for import/export soil data, equipment usage and construction activities. The model estimates emissions for load hauling (on-road heavy-duty vehicle trips), worker commute trips, construction site fugitive PM_{10} dust, and off-road construction vehicles. Although exhaust emissions are estimated for each activity, fugitive dust estimates are currently limited to the major dust-generating activities, which include grubbing/land clearing and grading/excavation. In addition, dust estimates do not account for any control measures required by the SCAQMD. As shown in Table 4, construction level ROG, NOx, PM 10, and CO emissions are less than the SCAQMD thresholds.

Table 4. Road Construction Emissions Model Compared to Thresholds of Significance

Thresholds of Significance		
Pollutant	**Road Construction Emissions Model Estimates**	**SCAQMD Threshold (pounds per day)**
NO_x	84.33 lbs/day	100 lbs/day
PM_{10}	14.21 lbs/day	150 lbs/day
CO	57.50 lbs/day	550 lbs/day
ROG	7.7lbs/day	NA

Source: Modeling using the Roadway Construction Emissions Model 8.1.0 (Sacramento Metropolitan Air Quality Management District 2017).

Operational Emissions

CT-EMFAC was utilized to calculate emissions of pollutants, which can be found in Table 5 below. The inputs and results used for CT-EMFAC can be found in Appendix B.

Table 5. Daily Operational Emissions and Local Thresholds

	2016	Opening Year (2019)		Future Year (2045)		SCAQMD Threshold (tons)
	Existing (tons)	No Build (tons)	Build (tons)	No Build (tons)	Build (tons)	
NO_x	0.001	0.001	0.001	<0.001	<0.001	0.0275
PM_{10}	<0.001	<0.001	<0.001	<0.001	<0.001	0.075
$PM_{2.5}$	<0.001	<0.001	<0.001	<0.001	<0.001	0.0275
CO	0.007	0.005	0.005	0.002	0.003	0.275
ROG	<0.001	<0.001	<0.001	<0.001	<0.001	N/A

Note – NOx and ROG are ozone precursorss
Source: SCAQMD 2015 and CT-EMFAC 2017

While the new road widened road is anticipated to accommodate additional vehicles, air emissions would be improved by reducing idle time due to stop and go traffic. Overall ambient emissions are not anticipated to be substantially higher with the proposed project. Emissions caused by the proposed project would be well below the SCACMD thresholds. Operational air quality impacts would not be substantial. The project's air quality emissions would not exceed any applicable thresholds of significance for either construction or operation of the facility. Further, no cumulatively considerable impacts to criteria pollutants in non-attainment are anticipated as the project's operational emissions for non-attainment pollutants are the same for both the build and no-build alternatives.

Regional Transportation Conformity

To be determined as regionally conforming, a project must be listed and accounted for in the modeling associated with the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). In accordance with Section 93.114 of the U.S. Environmental Protection Agency (EPA) transportation conformity regulations, the proposed project is in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 SCAG RTP/SCS) under RTP ID 3A04WT197. The 2016 SCAG RTP/SCS was found to conform by the Southern California Association of Governments (SCAG) on April 7, 2016 and FHWA and FTA adopted the air quality conformity finding on June 1, 2016. The design concept and scope of the proposed project is consistent with the project description in the 2016 RTP and the assumptions in SCAG's regional emissions analysis (Appendix B). The project would not obstruct the State Implementation Plan or the applicable Air Quality Plan; impacts are less than significant with the proposed mitigation incorporated.

d, e) **Less Than Significant with Mitigation Incorporated.** The project would have less than significant impact with mitigation incorporated, on exposing sensitive receptors to substantial pollutant concentrations and creating objectionable odors. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases. Although the closest sensitive receptors are residences located directly off Temescal Canyon Road, approximately 30 feet east of the project area, construction would be temporary in nature and with the inclusion of measures AQ-1 through AQ-4, these impacts are not considered to be significant.

Avoidance, Minimization, and/or Mitigation Measures

All of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term impacts. Implementation of the following measures will reduce any air quality impacts resulting from construction activities:

AQ-1: The contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ-2: The contractor shall control dust by applying either water or dust palliative, or both.

AQ-3: The construction contractor shall implement control measures to reduce emissions of NOX, ROG, and PM_{10}. The contractor shall:

- Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required.
- To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintaining heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions.
- Use electric equipment when feasible.
- Properly maintain equipment according to manufacturers' specifications.

AQ-4: Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

Regulatory Setting

"Special status species" include any species that has been afforded special recognition by federal, state or local resources agencies (e.g., U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Wildlife [CDFW], etc.), and/or resource conservation organizations (e.g., California Native Plant Society [CNPS]). The term "special-status species" excludes those avian species solely identified under Section 10 of the Migratory Bird Treaty Act

(MBTA) for federal protection. MBTA Section 10 protected species are afforded avoidance and minimization measures per state and federal requirements.

a) **Less Than Significant with Mitigation Incorporated.**

Affected Environment

Literature research and habitat assessments determined that special status wildlife species have the potential to occur within the project vicinity (Appendix C). On December 14th, 2015 the BSA was surveyed for presence of regional special status species. Seven special status species, coastal horned lizard *(Phrynosoma blainvillii),* coastal whiptail *(Aspidoscelis tigris stejnegeri),* burrowing owl (*Athene cunicularia*), western mastiff bat (*Eumops perotis californicus,* coastal California gnatcatcher *(Polioptila californica californica), and* San Bernardino aster *(Symphyotrichum defoliatum)* and Smooth Tarplant *(Centromadia pungens)* have potential to occur within the vicinity of the BSA.

Burrowing Owl

Burrowing owl is not listed as a Federally or State listed species, but is a CDFW Species of Special Concern. The burrowing owl is a small, migratory owl found in various habitats throughout North America. Habitat requirements for burrowing owls consist of arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Friable soils are also important habitat requirements for this species. Though habitat loss due to urbanization is a contributing factor to population declines, burrowing owls seem to be highly tolerant of nearby human impacts when suitable habitat is present and maintained and when owls are not breeding (Shuford 2008).

Burrowing owls rely on California ground squirrels (Spermophilus beecheyi) and other burrowing mammals for burrow construction. Although active throughout the day, burrowing owls mainly forage nocturnally for small vertebrate and invertebrate prey items such as small mammals, lizards, birds, and beetles (Shuford 2008).

Coastal Horned Lizard

The coast horned lizard is not a state or federally listed species, but is a CDFW Species of Special Concern and a covered species within the MSHCP. The species is found throughout western California in scrubland, grassland, coniferous forest, and broadleaf woodland habitats. Habitats are commonly associated with sandy washes (for burrowing) with scattered low shrubs (creosote [Larrea tridentate], salt bush [Atriplex sp.], and cacti) and an adequate food source (ant colonies). The species is most active April through July with breeding occurring April to May and hatchlings emerging August to September. Populations of coast horned lizards are declining due to urbanization and agriculture expansion with deep-disc plowing (Stebbins 2003).

Western Mastiff Bat

The western mastiff bat is not a state or federally listed species, but is a CDFW Species of Special Concern. The species inhabits many open, semi-arid to arid habitats with conifer and deciduous woodlands, coastal scrub, grasslands and chaparral habitats. The species requires day roosting sites with open, rugged, rocky areas with crevices. However, the species also are found roosting in high buildings, trees, and tunnels with a

minimum 10 foot vertical drop. Breeding occurs between April through September (Zeiner 1990).

Western Yellow Bat

The western yellow bat is not a State or Federally listed species, but is a CDFW Species of Special Concern. Western yellow bats are a rare yearlong southern California resident from Los Angeles and San Bernardino Counties south to the Mexican border. The species typically occurs close to water within valley foothill riparian, desert riparian, desert wash and palm oasis habitats. As a resident of riparian habitats, the species roots in trees and palms. Young are born in June and July (Zeiner 1990).

San Bernardino aster

San Bernardino aster is listed under CNPS as a 1B.2 (plants fairly endangered in California and throughout their range), species of concern. San Bernardino aster is a perennial rhizomatous herb found near ditches, streams, and springs of cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seep, marsh and swamp, and vernally mesic valley and foothill grassland communities up to 6,692 feet. The blooming season lasts from July to November (Jepson 2012, CNPS 2016).

Smooth tarplant

Smooth tarplant is listed under CNPS as a 1B.2 (plants rare and seriously endangered in California and throughout their range), species of concern as well is a MSHCP Planning Species (MSHCP 2003). Smooth tarplant, an annual herb is usually found on alkaline soils of open, chenopod scrub, meadows and seeps, playas, riparian woodland, and valley and foothill grassland communities up to 2,100 feet elevation. The species sometimes prefers disturbed places. The primary blooming season for the species occurs late spring through early fall from April to September.

Environmental Consequences

Burrowing Owl

During the December 2015 biological surveys, open areas with sparse vegetation were observed. The BSA contains minimal stock piling and mammal burrows suitable for burrowing owl. The BSA is located within the MSHCP boundary and only a small portion of the BSA at the southeastern most edge of the project is within the MSHCP burrowing owl survey area. At the time of the 2015 biological surveys, preliminary design of the project did not identify any impacts or improvements inside the burrowing owl survey area; however, those design plans have been revised to include a very small (0.02 acre) area of improvements to the intersection of Leroy Street that are within the burrowing owl survey area. The nearest documented occurrences are approximately 7 miles north in the City of Corona in locations currently developed or preparing for development and the species has a low potential to occur within the BSA due to a lack of suitable habitat. No impacts to burrowing owls are anticipated to the species with inclusion of a burrowing owl specific survey conducted prior to construction. Additionally, BIO-12 and BIO-13 will be implemented to minimize and avoid any potential impact to the burrowing owl.

Coastal Horned Lizard

During the December 2015 biological surveys, potential coast horned lizard dispersal habitat was observed. The dispersal habitat is minimal due to the majority of the project area is heavily disturbed compacted alluvial fan soils or developed. The species has a low/moderate potential to occur within the BSA based on the nearest occurrence of the

species located approximately 0.80 miles south along the Temescal Wash. No impacts to coast horned lizard or coast horned lizard habitat are anticipated.

Western Mastiff Bat

The BSA lacks open, rugged, rocky areas with crevices; however, the site is located in a semi-arid habitat with well-established tall trees allowing the required vertical drop for the species. During the December 2015 biological surveys, potential western mastiff bat roosting habitat was observed. Trees within the project area include well established eucalyptus trees, palm trees, and oak trees. Based on potential roosting tree habitat and the nearest occurrence of the species is approximately 3 miles northeast of the project area in the Cajalco Tin Mine; the species has a low/moderate potential to occur. To avoid impacts to western mastiff bat, pre-construction bat surveys on trees with potential roosting habitat will be conducted.

Western Yellow Bat

The BSA contains potential western yellow bat roosting habitat. During the December 2015 biological surveys, no sign of roosting presence was observed. Trees within the project area that could be potential roosting western yellow bat habitat include urban landscaping Queen palm trees. Based on potential roosting habitat and the nearest occurrence of the species is approximately 5 miles north within the urbanized City of Corona, similar habitat as the project area; the species has a low/moderate potential to occur. To avoid impacts to western yellow bat, pre-construction bat surveys on trees with potential roosting habitat will be conducted.

Migratory Birds

Native birds, protected under the Migratory Bird Treaty Act (MBTA) and similar provisions under California Fish and Game (CFG) code, currently nest or have the potential to nest within the BSA and the project impact area. During the December 2015 biological surveys, habitat for nesting birds was identified within the BSA. The BSA contains interior live oaks, a small heavily disturbed oak habitat, and numerous other large trees suitable for nesting birds. However, no vegetation capable of supporting avian species associated with Riparian/Riverine Areas pursuant to Section 6.1.2 (Vol. I.) of the MSHCP is present within the BSA. To minimize and avoid potential impacts to migratory birds, the following avoidance and minimization measures BIO-10 through BIO-11 would be implemented.

San Bernardino aster

A review of the known occurrence of San Bernardino suggests that the BSA is located within the current range of the species. The BSA is within suitable elevation range of the species and potentially disturbed habitat for the species is present. No additional vegetative communities commonly associated with the species were observed. During the December 2015 field surveys; no San Bernardino aster or similar vegetative characteristics associated with the genus was observed within the BSA. A second field survey was conducted on October 12, 2017 by Dokken biologist Angela Scudiere. During the October 12, 2017 field survey; no San Bernardino aster or similar vegetative characteristics associated with the genus was observed within the BSA. As a result of these surveys, the species has been determined to not be present in the project area and no direct or indire3ct impacts to San Bernardino aster are anticipated.

Smooth Tarplant

A review of the known occurrences of smooth tarplant suggests that the BSA is located within the current range of the species. The BSA is within suitable elevation range of the species and potentially suitable disturbed habitat for the species is also present throughout the BSA. The species has low/moderate potential to occur within the BSA based on the nearest documented occurrence is 4 miles from the project area. No direct impacts to smooth tarplant are anticipated. Per BIO-9, pre-construction focused plant surveys will be conducted during the species blooming season to avoid and minimize impacts.

Conclusion

None of these species were observed during biological surveys and no direct impacts of sensitive wildlife species are anticipated. No compensatory mitigation for covered species is proposed at this time. Coordination with WRCRCA initially took place to ensure compliance with the Western Riverside Habitat Conservation Plan. No further review is required for this project due to a lack of impacts to biological habitat. Implementation of measures BIO-1 through BIO-2 will further minimize or avoid any impacts to special status species habitat within the MSHCP.

b) **Less Than Significant with Mitigation Incorporated.** The project would have less than significant impact on riparian habitat or other sensitive natural community, with mitigation incorporated.

Affected Environment

A Biological Study Area (BSA) is shown in Figure 7. The BSA encompasses roughly 21 acres along Temescal Canyon Road. The BSA was delineated with an approximate 100 foot buffer, with the exception around Leroy Road where the buffer is approximately 50 feet, around all permanent and temporary impacts. Designated by the 2015 County of Riverside General Plan Temescal Canyon Area Plan, the project area contains commercial retail, business park and high density residential properties (Riverside County 2015).

The project is also located within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and is a Covered Activity under the MSHCP. The MSHCP provides mitigation opportunities for projects that would impact covered biological resources. To ensure consistency with the MSHCP, measures within this document follow the MSHCP requirements found in the plan. On October 11, 2016, the RCA informed the County that a Joint Project Review is not required for this project due to lack of impacts to biological habitat.

The landscape within the BSA is dominated by hardscape with urban landscaping and scattered coastal live oak and foothill pine trees (CDFG 1988). Additionally one small drainage feature runs through the BSA. The BSA lies within the Southwest floristic province (Jepson eFlora 2012), a biologically diverse ecosystem know to support unique and endemic species. Habitats of concern within the BSA consist of disturbed oak woodland, urban and barren areas and waters that drain into the Temescal Canyon Wash. Biological surveys were conducted to assess natural communities and potentially sensitive biological resources within the BSA. The following habitats were classified within the 21 acre BSA. Classification is based on the CDFW's A Guide to Wildlife

Habitats of California (CDFG 1988) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP 2000).

Disturbed Oak Woodland

Oak woodland habitat is typically characterized by hardwoods varying from spares broken canopies to dense forest like stands. Habitat composition of this habitat is predominately tree and shrub species. Typical trees include coast live oak (Quercus agrifolia) and other broad leaved deciduous trees with scattered understory of bird dispersed shrubs such as toyon (Heteromeles arbutifolia), coffeeberry (Frangula californica), and poison oak (Toxicodendron diversilobum). Herbs associated with woodland communities include annual dogtail (Cynosurus echinatus), hawkbit (Leontodon saxatilis), ripgut (Bromus diandrus) and soft chess (Bromus hordeaceus).

Disturbed oak woodland habitat is located adjacent to an unnamed drainage located on the north side of the BSA. The community predominately consists of coast live oaks, giant reed, toyon and tree tobacco (Nicotiana glauca). As designated in the Riverside County General Plan (Riverside County 2015), oak woodland areas are given special consideration. The project will be in compliance with Policy Temescal Canyon Area Plan 17.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by the County of Riverside. Additionally, the County of Riverside 2016 Temescal Canyon Oak Tree Corridor Study (Riverside County 2016) will be referenced for a comprehensive list of health status, implementation of oak tree identification tags, and oak tree hazard evaluations for all oak trees within the project area along Temescal Canyon Road.

Urban/Barren

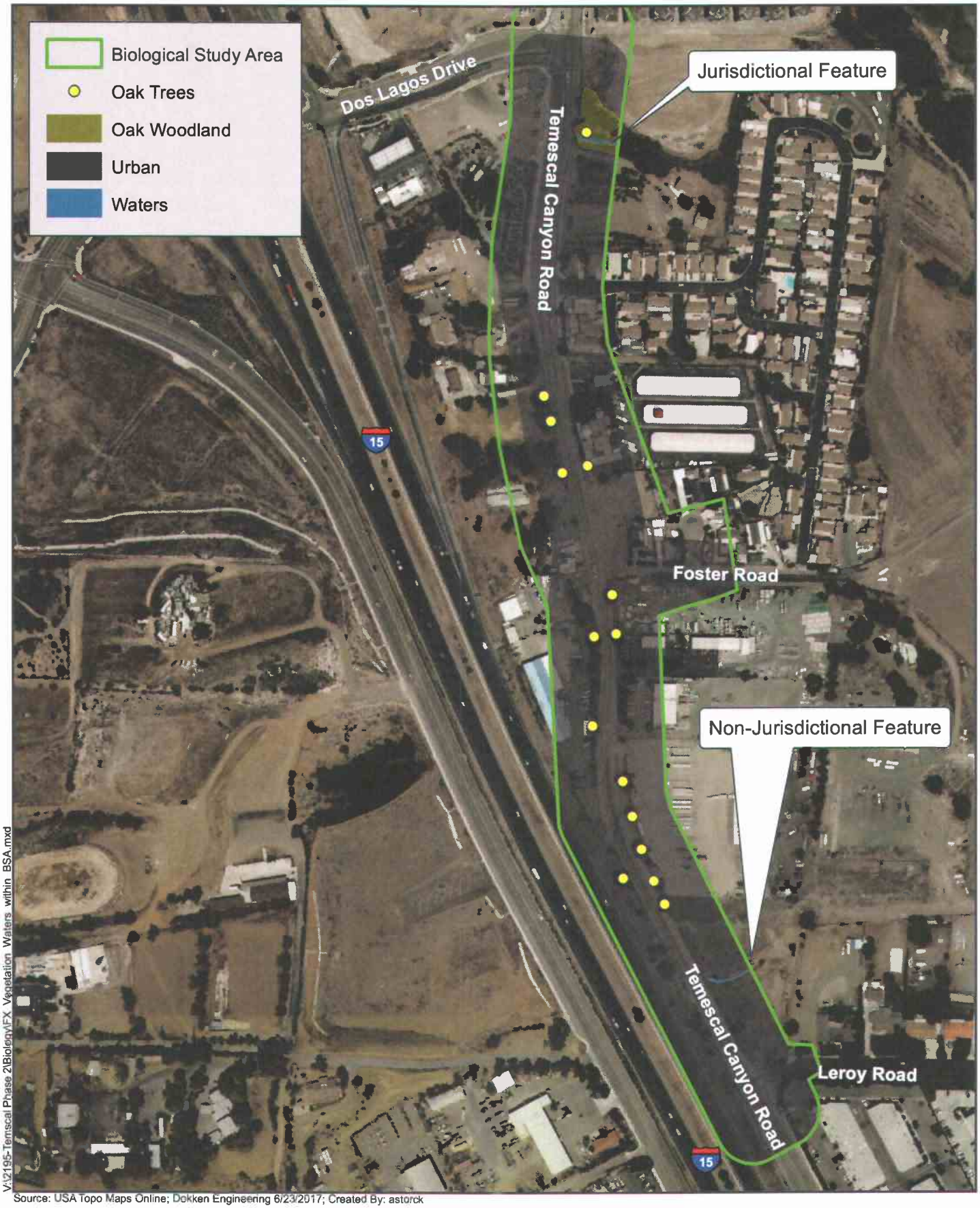
Urban/disturbed lands typically occur in areas of existing roadways, landscaping and urban development. The majority of the BSA is urban/barren habitat and consists of the existing roadway, development, and urban landscaping.

Urban landscaping include well established eucalyptus (Eucalyptus sp.), oaks (Quercus sp.), pines (Pinus sp.), and palms (Washingtonia sp.). Many invasive weed species were also present within the BSA along the roadway and on undeveloped areas.

Dispersed coast live oak and foothill pine (Pinus sabiniana) trees are scattered throughout the project site. These oaks and foothill pines within the project are considered part of the urban landscaping due to a lack of woodland characteristics (Figure 7. Vegetation Communities and Waters within the BSA).

Invasive Species

Based on the California Invasive Plant Council (Cal-IPC) inventory database for the Southwest floristic province, the following non-native species observed during the biological surveys are designated with a limited or moderate invasive rating in the Southwest California area: blue gum eucalyptus (Eucalyptus globulus), castorbean (Ricinius communis), italian thistle (Carduus tenuiflorus), Peruvian peppertree (Schinus molle), Russian olive (Elaeagnus angustifolia), Russian thistle (Salsola tragus), short beaked filaree (Erodium cicutarium), Tree of heaven (Ailanthus altissima). The following species were observed within the BSA and are designated as being highly invasive in the Southwest valley of California: Giant reed (Arundo donax) and yellow star thistle (Centaurea solstitialis) (Cal-IPC 2014).



V:\2195-Temscal Phase 2\Biology\EX_Vegetation_Waters_within_BSA.mxd

Source: USA Topo Maps Online; Dokken Engineering 6/23/2017; Created By: astorck

FIGURE 7
Vegetation Communities and Waters within the BSA
Temescal Canyon Road Widening Project-Dos Lagos Segment
Riverside County, California

0 250 500 750 1,000 Feet

Environmental Consequences

Approximately 0.31 acres of the BSA and <0.10 acre of the project area occurs within the MSHCP Criteria Cells 2827 and 2723. However, only minor intersection improvements will occur within these Criteria Cells and all improvements will occur within the County's right of way. Further, the project is a covered activity under the MSHCP Section 7.3.4 Existing Roads Within the Criteria Area. No sensitive habitats within these Criteria Cells will be impacted and has been confirmed during conversations with the Western Riverside County Regional Conservation Authority on October 11, 2016; therefore no Joint Project Review is required for this project. Measures BIO-1 through BIO-2 will further reduce potential impacts to a less than significant level.

Tree Removal

The project is anticipated to require the removal of approximately 15 oak trees located throughout the project area, 4 of which were evaluated by a certified arborist to be dead, in poor health and/or designated as a hazard tree as part of the County's 2016 *Temescal Corridor Oak Tree Study* (Riverside County 2016). Trees considered hazardous, dead, or in poor health are typically not considered for replacement or mitigation. Therefore, only a total of 11 oak trees in fair or better condition are anticipated to be removed by the project. One of these trees is located adjacent to a drainage which is within jurisdiction of the CDFW. With the exception of the oak within CDFW jurisdiction and the 4 trees determined to be hazardous, dead and/or in poor health, all other oaks removed by the project will be replaced pursuant the County's goal of oak replacement and are proposed to be replanted at a 1:1 ratio. Mitigation ratios for trees within CDFW jurisdiction (which include but are not limited to oaks) will be determined during the environmental permitting phase. To minimize impacts to native oaks, the project will comply with measures BIO-7 through BIO-8 to reduce impacts to trees to a less than significant level.

c) **Less Than Significant Impact with Mitigation Incorporated.** A preliminary jurisdictional delineation was conducted on December 14th, 2015 to identify jurisdictional waters of the U.S. and State within the BSA (Appendix E Preliminary Jurisdictional Delineations). Jurisdictional waters of the U.S. include all areas within the ordinary high water mark (OHWM) that have tie with interstate or foreign commerce including wetlands, tributaries and adjacent waters to interstate waters. Jurisdictional waters of the State include the bed and channel (waters of the U.S.) plus associated banks. All hydrologic features with a defined OHWM and connectivity to Temescal Canyon Wash are considered jurisdictional features and are mapped in Figure 8. Two hydrologic features were found within the BSA; however only one jurisdictional drainage occurs within the BSA. The jurisdictional drainage is on the east side of Temescal Canyon Road and is located outside MSHCP Criteria Cells. This feature originates west of I-15 and flows through the BSA and meander eventually connecting with the Temescal Canyon Wash approximately 1,000 feet outside the BSA. The feature crosses under Temescal Canyon Road through culverts. No other hydrological features were found within the BSA.

Jurisdictional Drainage

A section of the drainage was observed and mapped within the BSA during preliminary jurisdiction delineation (Appendix E Preliminary Jurisdictional Delineation). This feature is considered to be a water of the U.S. and State due to direct surface connectivity with other jurisdictional waters (Temescal Canyon Wash). The feature flows east conveying roadway drainage and residential/business drainage and terminates into the Temescal

Canyon Wash approximately 1,000 feet outside of the BSA. The feature is vegetated, with both native and non-native vegetation including Coast live oak, mulefat, tree tobacco and giant reed (Appendix D Representative Photographs). However, vegetation associated with the channel is disturbed, extremely fragmented (less than 300 linear feet) and isolated from downstream Riparian/Riverine habitats. No emergent wetland vegetation or vegetation capable of supporting Species Associated with Riparian/Riverine Areas was observed during surveys and the drainage is not characterized as a wetland. A total of 120 linear feet of the drainage is mapped within the BSA (Figure 8 Project Impacts to Waters).

Environmental Consequences

The project will result in temporary and permanent effects to jurisdictional waters of the U.S. Permanent effects include roadway widening features. Temporary effects include construction areas associated with the roadway widening. These areas will be re-contoured to preconstruction conditions and re-vegetated with hydroseed after construction.

The project will only have minimal impacts to waters of the U.S. and State. The project will permanently affect approximately 0.001 acres and temporarily affect approximately 0.003 acres of waters of the U.S. and State (see Figure 8. Project Effects to Jurisdictional Waters and Table 6). Pursuant to CFG Code 1600, a Section 1602 Permit for impacts to Waters of the State will be obtained prior to construction. Since the area of impacts to Waters of the U.S. is less than 0.1 acre, a non-notifying 404 Nationwide 14 Permit will be utilized consistent with Army Corps of Engineering regulations.

Table 6. Project Effects to Jurisdictional Waters

	Waters of the U.S.		Waters of the State	
Jurisdictional Waters	**Permanent Impacts (Ac)**	**Temporary Impacts (Ac)**	**Permanent Impacts (Ac)**	**Temporary Impacts (Ac)**
Drainage	0.001	0.003	0.001	0.003
Total	0.001	0.003	0.001	0.003

d) **Less than Significant with Mitigation Incorporated.** As documented in the Biological Resources Report (2017), fish species are presumed absent in the BSA. Interference with the movement of migratory fish would not occur. Native birds, protected under the MBTA and similar provisions under CFG code, currently nest or have the potential to nest within the BSA and the project impact area. During the biological surveys, evidence of potentially suitable nesting habitat was observed within the shrubs and trees adjacent to the proposed project BSA. Measure BIO-9 through BIO-10 would avoid significant impacts on migratory nesting birds.

e) **Less than Significant with Mitigation Incorporated**. The project is anticipated to require the removal of approximately 15 oak trees located throughout the project area, 4 of which were evaluated by a certified arborist to be dead, in poor health and/or designated as a hazard tree as part of the County's 2016 *Temescal Corridor Oak Tree Study* (Riverside County 2016). Trees considered hazardous, dead, or in poor health are typically not considered for replacement or mitigation. Therefore, only a total of 11 oak trees in fair or better condition are anticipated to be removed by the project. One of these trees is located adjacent to a drainage which is within jurisdiction of the CDFW.

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Source: USA Topo Maps Online; Dokken Engineering 5/15/2017; Created By: adellas

0 50 100 150 200 Feet

FIGURE 8
Project Effects to Jurisdictional Waters
Temescal Canyon Road Widening Project-Dos Lagos Segment
Riverside County, California

With the exception of the oak within CDFW jurisdiction and the 4 trees determined to be hazardous, dead and/or in poor health, all other oaks removed by the project will be replaced pursuant the County's goal of oak replacement and are proposed to be replanted at a 1:1 ratio. Mitigation ratios for trees within CDFW jurisdiction (which include but are not limited to oaks) will be determined during the environmental permitting phase. To minimize impacts to native oaks, the project will comply with measures BIO-7 through BIO-8 to reduce impacts to trees to a less than significant level.

f) **Less than Significant with Mitigation Incorporated.** The proposed project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and is considered a MSHCP Covered Activity. A very small portion of the project, located at the project terminus along Leroy Road, is within the Temescal Wash West Temescal Canyon Area Plan (SU3), a subunit of the greater Western Riverside County MSHCP (Figure 9). At the Leroy Road terminus, the project also occurs within Criteria Cells 2723 and 2827, which includes a Narrow Endemic Plant Species Survey Area

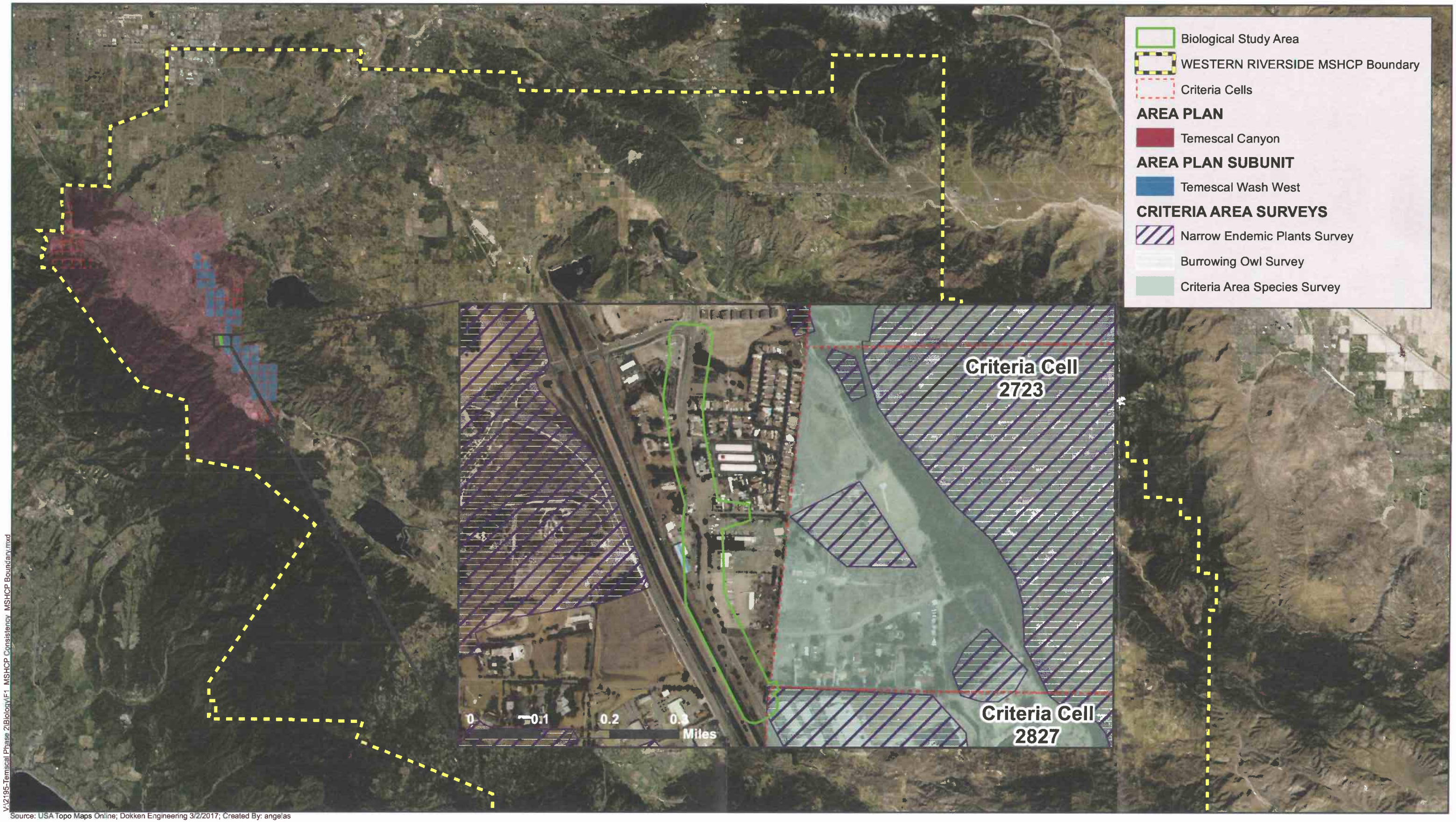
(NEPSSA), Burrowing Owl Survey Area, and the Criteria Species Survey Area. However, the project is not within MSHCP Public/Quasi Public (PQP) Lands, MSHCP conservation areas, MSHCP Core Areas, Core Linkages or Reserve Assembly areas. The project will comply with the Western Riverside MSHCP as well as other state and local environmental regulations. Avoidance measures BIO-11 and BIO-12 will be implemented to ensure no take of native birds or their nests would occur during construction. In addition, applicable Best Management Practices (BMPs) and Construction Guidelines from Appendix C of the MSHCP, Volume I, will be implemented.

Avoidance, Minimization, and/or Mitigation Measures

BIO-1: Prior to the start of construction activities, the project limits in proximity to jurisdictional waters and along MSHCP Criteria Cell boundaries must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into waters or sensitive habitat areas. The project biologist will periodically inspect the ESA to ensure sensitive locations outside the limits of construction remain undisturbed. Fencing or staking will be maintained until the completion of all construction activities.

BIO-2: Contract specifications will include the following BMPs from the Western Riverside MSHCP, where applicable, to reduce erosion during construction:

- A project biologist will conduct a training session for project personnel prior to grading activities. The training shall include a description of the species of concern with potential to occur within the BSA and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.
- Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements.



V:\2195-Temecal Phase 2\Biology\F1 MSHCP Consistency MSHCP Boundary.mxd

Source: USA Topo Maps Online; Dokken Engineering 3/2/2017; Created By: angelas

0 4 8 12 16 20 Miles

FIGURE 9
MSHCP Boundary
Temescal Canyon Road Widening Project- Dos Lagos Segment
Riverside County, California

- The project will be designed to avoid the placement of equipment and personnel within jurisdictional waters or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
- If stream flows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts.
- Equipment storage, fueling, and staging areas will be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into waters. Project related spills of hazardous materials will be reported to appropriate entities including but not limited to applicable jurisdictional city, USACE, CDFW, RWQCB and will be cleaned up immediately and contaminated soils removed to approved disposal areas.
- Erodible fill material will not be deposited into water courses. Brush, loose soils, or other similar debris material will not be stockpiled within waters or on their banks.
- The project biologist will monitor ground-disturbing activities to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
- The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts to sensitive habitats and jurisdictional waters shall be returned to pre-existing conditions.
- Exotic species documented in the Biological Resources Report, predominately located along Temescal Canyon Road will be permanently removed from the site (within the project disturbance area) to the extent feasible.
- To avoid attracting predators of the species of concern, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the project site.
- Construction employees will strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and will be specified in the construction plans.

BIO-3: The footprint of disturbance will be minimized to the maximum extent feasible. Access to construction sites will occur on pre-existing routes to the greatest extent possible.

BIO-4: Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds must be cleaned to reduce the spreading of noxious weeds.

BIO-5: All plant material used to re-vegetate temporarily disturbed habitat areas must be approved by the project biologist prior to installation and must be comprised of locally appropriate native species. Selected species must not be listed by Cal-IPC as invasive.

BIO-6: Vegetation clearing will only occur within the delineated project boundaries. Final plans will delineate which trees can be saved and which will be removed. Where possible, trees will be identified for trimming rather than full removal with the guidance of the project biologist. When feasible, vegetation within drainages will be cut above soil level.

BIO-7: Where feasible, impacts to native oak trees (*Quercus* sp.) would be mitigated at a 1:1 ratio at an off-site County approved location.

BIO-8: The project will adhere to the Riverside County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the Riverside County General Plan (TCAP 17.1).To the greatest extent practicable, native oak trees will be avoided and protected.

BIO-9: If possible, tree removal should occur between September 2nd and January 31st. outside the breeding season for all bird species (February 1st-September 1st).

BIO-10: If tree removal is to take place during the nesting season (February 1st-September 1st), a pre-construction nesting bird survey must be conducted within 3 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist will be removed by the contractor. If vegetation is not removed within 2 weeks following the initial bird survey, additional nesting bird surveys would be required.

A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

BIO-11: Pre-construction presence/absence surveys for burrowing owl within the project area, where suitable Habitat is present, will be conducted for all Covered Activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If the 30-day pre-construction survey finds 3 or fewer pairs of burrowing owls on the project site, a Burrowing Owl Protection and Relocation Plan will be prepared for review and approval by the wildlife agencies and the RCA to ensure that potential impacts are minimized and/or mitigated.

BIO-12: If an active burrowing owl burrow is observed during pre-construction surveys the following will be implemented:

- Environmental awareness training will be provided prior to the onset of the project work for construction personnel to brief them on how to recognize burrowing owls and how to handle any encounters with burrowing owls;
- No fumigation, use of treated bait or other poisoning nuisance animals in the area where burrowing owls are known to occur;
- Ground disturbance near observed burrow location will be conducted during the nonbreeding season of September 1 – February 28 with a 50m (165 ft) setback;
- CDFW will be promptly informed for further guidance.

BIO-13: All staging areas, borrow sites, and other areas of temporary disturbance will be returned to preconstruction conditions.

BIO-14: Trees within the project area provide potential bat habitat and they will need to be removed prior to construction. A presence/absence survey for bats will be conducted 30 days prior to vegetation removal. Trees must be removed between September 1st

and March 31st outside of the maternity season (April 1st –August 31st). Additional specific tree removal procedures (including potential exclusions, removal of bark, or out of season removal, etc.) will be determined on a case by case basis by the project biologist.

BIO-15: A pre-construction clearance survey will be conducted by the project biologist to verify that no wildlife is located within the project area before ground disturbing activities.

BIO-16: The contractor must not apply rodenticide or herbicide within the project area during construction.

BIO-17: The contractor must dispose of all food-related trash in closed containers, and must remove it from the project area each day during construction. Construction personnel must not feed or attract wildlife to the project area.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Regulatory Setting

The CEQA Guidelines Section 15064.5(a), and the Public Resources Code (PRC) 5024(a)(b) and (d) require consideration of potential project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC Section 21083.2. These two PRC sections operate independently to ensure that significant potential impacts on historical and archaeological resources are considered as part of a CEQA project's environmental analysis. Historical resources, as defined in the CEQA regulations, include:

1) Cultural resources listed in or eligible for listing in the California Register of Historical Resources (California Register);
2) Cultural resources included in a local register of historical resources;
3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a project may have a significant effect on the environment if the project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocation, or demolishing state-owned

historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks. Also, CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

a) **No Impact.** There are no historical resources as defined by §15064.5 located within the project area. No impact would occur.

b) **Less Than Significant with Mitigation Incorporated.**

Affected Environment

An Area of Potential Effects (APE) was outlined to encompass permanent project features, staging areas, and other areas of potential ground disturbance during construction. It includes the widening area, culvert and drainage improvements, potential staging areas, construction vehicle access areas, and also includes a minimum of 50 feet from the edge of right of way. The APE amounts to approximately 20.7 acres. The vertical APE for this project would be approximately 5 feet below ground surface (bgs) in most areas, though in areas which require a tie into existing stormwater facilities, the vertical APE would extend to a depth of 16 feet (Figure 10. Cultural Area of Potential Effects).

A record search for a one-quarter-mile study area surrounding the project was requested from the EIC on December 14, 2016. The one-quarter-mile study area was selected due to the extent of recent commercial development in the vicinity and based on the limited scope of the project. In addition, since the project is restricted to a very narrow corridor within mostly disturbed soils, the majority of the construction footprint would be within or nearly within the construction footprint of the existing roadway and buried utility corridors. This was later confirmed during geotechnical borings which identified concrete beneath the existing roadway. The record search was conducted by Irianeli Escudero, Researcher at the EIC, and results were provided on December 14, 2015. The search examined the National Register, the California Register of Historical Resources (California Register), the Directory of Properties in the Historic Property Data File, the California Historic Landmarks (1996), the California Inventory of Historic Resources (1976), and the California Points of Historical Interest listing (May 1992 and updates). Additional research efforts conducted outside the EIC included a review of the Caltrans State and Local Bridge Survey (1989 and updates), historic USGS topographic maps, and other pertinent historic data specific to Riverside County. While the APE was later revised after the records search results were provided by the EIC, the boundaries of the revised APE remained within the one-quarter-mile study area. No previously recorded cultural resources have been recorded within the APE. There have been two previously recorded cultural resources reported to the EIC within one-quarter-mile of the APE. The prehistoric site was originally recorded in 1976 and revisited in 1985, 1991, 1998, 2003, 2004, and 2007. There were no resources within the APE that were greater than 50 years in age; therefore these resources do not appear to meet any of the National Register or California Register Criteria. Additionally, there were no resources that would appear to qualify under Criterion G of the National Register as they have not achieved significance within the last fifty years due to exceptional significance, pursuant to 36 CFR §60.4(g).

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Source: ESRI Aerial Online; Dokken Engineering 6/23/2017; Created By: astorck

0 100 200 300 400 Feet

Figure 10
Area of Potential Effects
Temescal Canyon Road Widening Project - Dos Lagos Segment
Riverside County, California

Native American Consultation

On December 1, 2015, Dokken Engineering sent a letter and a map depicting the project vicinity to the NAHC in West Sacramento, asking the commission to review the sacred land files for any Native American cultural resources that might be affected by the project. The request to the NAHC seeks to identify any Native American cultural resources within or adjacent to the project area. A list of Native American individuals who might have information or concerns about the project was also requested. On December 28, 2015, Rob Wood (NAHC Environmental Specialist III), informed Dokken Engineering via fax that a search of the sacred lands file was completed with negative results. Further discussion regarding Native American consultation is included in Section 2.17.

Field Surveys

On December 14, 2015 Dokken Engineering archaeologist Brian Marks, Ph.D. conducted a ground surface inventory of the APE. Five-meter and ten-meter wide pedestrian transects were used, where appropriate, to inspect the ground surface. The buried site potential was addressed by visually inspecting all cut banks, burrow holes, and other exposed sub-surface areas were for the presence of archaeological resources, soil color change, and/or staining that could indicate past human activity or buried deposits. In addition to the ground surface inventory, six geotechnical borings were excavated within the APE by Dr. Marks on July 18, 2016 and August 10, 2016. The July 18, 2016 geotechnical borings were excavated by a drilling team utilizing a truck mounted drill rig equipped with a three to four inch diameter auger. The auger was drilled through the roadway to obtain a geological structural sampling of the soils beneath the roadway.

All dirt removed by the auger was visually inspected for artifacts or any other indications of past human activity by an archaeological monitor and tribal monitors representing the Gabrieleno/Tongva Band of Mission Indians – Kizh Nation, Luiseno Band of Mission Indians, Pechanga Band of Mission Indians, and the Tongva Ancestral Territorial Tribal Nation. The August 10, 2016 geotechnical borings were excavated by hand using a two to three inch diameter auger. Approximately 40 percent of the soil removed from the borings was screened through a ¼-inch wire mesh and inspected for the presence of artifacts or other indications of past human activity by an archaeological monitor.

Environmental Consequences

No prehistoric or historic era cultural resources were identified and no indications of buried archaeological resources were observed during the December 14, 2015 field inventory. The ground surface through the APE was heavily disturbed as a result of roadway creation, road maintenance, utility installation, storm water drains, residential development, and commercial development. Modern resources noted but not discussed in this document include utility poles, fencing, and fill associated with I-15. The majority of the APE was paved or covered in gravel. The rest of the APE was disturbed by modern activities including landscaping, parking lots, housing, and businesses. Channelization of the unnamed drainages within the APE appears to have occurred in the late 1960s, corresponding with the construction of I-15. As these resources are not yet 50 years in age, they were not recorded.

No prehistoric-era or historic-era cultural resources were identified and no indications of

buried archaeological resources were observed during the geotechnical borings conducted on July 18, 2016 and August 10, 2016. A total of six borings were excavated. Of these four borings were excavated to depths between 5 and 6 feet and two borings were abandoned at 14 inches in depth.

The only site identified within the APE has been previously recommended to be not eligible for the National Register/California Register. Further, no evidence of the site was identified during the field survey conducted for this project. As such, there are no historic properties (under NHPA) or historical resources (under CEQA) within the APE and a

finding of no historic properties/no historical resources affected for the proposed project is recommended.

With any project requiring ground disturbance, there is always the possibility that unmarked burials may be unearthed during construction. This impact is considered potentially significant. Implementation of Mitigation Measure CR-1, CR-2, CR-3 and CR-4 would reduce this impact to a less-than significant level.

c) **No Impact.** Per the University of California Museum of Paleontology NEOMAP database, no paleontological resources have been recorded within the project area (UCMP 2017). No unique paleontological resources, sites, or unique geologic features are anticipated to occur within the project APE. No impact is anticipated on paleontological resources.

d) **Less Than Significant with Mitigation Incorporated.** Disturbance to human remains, including those interred outside of formal cemeteries is not anticipated. Measure CR-4 would further avoid effects on human remains.

Avoidance, Minimization, and/or Mitigation Measures

CR-1: Prior to construction, cultural resource awareness and sensitivity training shall be provided to all construction crew members to ensure that the crew members are aware of the need for cultural resource monitoring, the monitoring protocol, and the work cessation and notification protocol.

CR-2: If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, a representative of the appropriate Native American Tribe(s), and the Riverside County Transportation Department shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.

CR-3: An Archaeological Resources Discovery and Monitoring Plan and an Archaeological Resources Treatment Plan shall be prepared and implemented prior to project construction to protect the identified archaeological resource(s) or tribal cultural resources from damage and destruction during construction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) or tribal cultural

resources in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered archaeological or tribal cultural resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the Riverside County Transportation Department. If the collections and associated records are donated to a curation facility, the facility shall be located within the Riverside County and shall meet federal standards per 36 CFR Part 79. A final report containing archaeological monitoring results and the significance and treatment findings (Archaeological Monitoring Results/Data Recovery Report) shall be prepared by the archaeologist and submitted to the Riverside County Transportation Department, the Eastern Information Center, and the appropriate Native American Tribe.

CR-4: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

VI. TRIBAL CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe?	☐	☒	☐	☐
b) Cause a substantial adverse change to a listed or eligible for listing resource in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
c) Cause a substantial adverse change to a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.?	☐	☒	☐	☐

Regulatory Background

Effective July 1, 2015, CEQA was revised to include early consultation with California Native American tribes and consideration of tribal cultural resources (TCRs). These changes were enacted through Assembly Bill 52 (AB 52). By including TCRs early in the CEQA process, AB 52 intends to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to TCRs. CEQA now establishes that a "project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment" (PRC § 21084.2).

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC § 21080.3.1). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification or proposed projects within their traditionally and culturally affiliated area. AB 52 stipulates that the Native American Heritage Commission (NAHC) shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated within the project area. If the tribe wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. Once the lead agency receives the tribe's request to consult, the lead agency must then begin the consultation process within 30 days. If a lead agency determines

that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, activing in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act. TCRs are also exempt from disclosure. The term "tribal cultural resource" refers to sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of California Public Resources Code (PRC) Section 5020.1
- A resource determined by a California lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the PRC Section 5024.1.

a-c) **Less Than Significant Impact with Mitigation Incorporated.**

Affected Environment

A cultural resource study area, the APE was established considering areas of permanent and temporary disturbance, including construction staging and grading.

TCR identification efforts were conducted to determine whether a TCR, as defined by PRC § 21074, would be impacted by the project. These efforts included background research, a search of archaeological site records and cultural survey reports on file at the North Central Information Center (NCIC), literature and map review, a review of the Sacred Lands File by the NAHC, efforts to coordinate with Native American Tribal Governments, and a pedestrian field survey. The only site identified within the APE has been previously recommended to be not eligible for the National Register/California Register. On January 4, 2016 and January 6, 2016 initial consultation letters were sent to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the Native American community might have about the project and whether any traditional cultural properties, TCRs, or other resources of significance would be affected by implementation of the project. Letters were sent to the following individuals and organizations:

- Agua Caliente Band of Cahuilla Indians: Chairperson Jeff Grubbe; THPO, Patricia Garcia-Plotkin
- Augustine Band of Cahuilla Mission Indians: Chairperson Mary Ann Green; Karen Kupcha
- Cabazon Band of Mission Indians: Chairperson Doug Welmas; Judy Stapp
- Cahuilla Band of Indians: Chairperson Luther Salgado
- Gabrieleno Band of Mission Indians – Kizh Nation: Chairperson Andrew Salas
- Gabrieleno/Tongva Nation: Chairperson Sandonne Goad; Sam Dunlap

- Gabrieleno/Tongva San Gabriel Band of Mission Indians: Chairperson Anthony Morales
- Fort Mojave Indian Tribe: Nora McDowell
- Juaneno Band of Mission Indians: Vice Chairperson Adolph 'Bud' Sepulveda
- Kupa Cultural Center (Pala Band): Shasta Gaughen
- La Jolla Band of Luiseno Indians: Chairperson Thomas Rodrigues
- Los Coyotes Band of Cahuilla and Cupeno Indians: John Perada; Janice Elzendnga
- Los Coyotes Band of Mission Indians: Chairperson Shane Chapparosa
- Morongo Band of Mission Indians: Denisa Torres; Chairperson Robert Martin; Tribal Elder Ernest H. Siva
- Pala Band of Mission Indians: THPO, Shasta Gaughen, Ph.D.; Chairperson Robert H. Smith
- Pauma Valley Band of Luiseno Indians: Bannae Calac
- Pauma & Yuima Reservation; Chairperson Temet Aguilar; Charles Devers
- Pechanga Band of Mission Indians: Paul Macarro; Chairperson Mark Macarro
- Pechanga Cultural Resources Department: Anna Hoover
- Ramona Band of Cauilla Mission Indians: Chairperson Joseph Hamilton
- Ramona Band of Mission Indians: John Gomez
- Rincon Band of Mission Indians: THPO, Jim McPherson; Chairperson Bo Mazzetti
- San Luis Rey Band of Mission Indians: Tribal Council; Cultural Department
- Santa Rosa Band of Mission Indians: Chairperson John Marcus; Terry Hughes
- Soboba Band of Luiseno Indians: Joseph Ontiveros
- Soboba Band of Mission Indians: Chairperson Rosemary Morillo
- Torres-Martinez Desert Cahuilla Indians: Chairperson Mary Resvaloso; Michael Mirelez
- Tongva Ancestral Territorial Tribal Nation: John Tommy Rosas
- William Pink, representative of the Luiseno

A follow-up telephone call was placed to all letter recipients who did not reply within 30 days of the letter. A voicemail message with project details and contact information was left for all letter recipients who could not be reached via telephone. Of the contacted organizations, the Pechanga Band of Mission Indians, the Soboba Band of Luiseno Indians, and the Tongva Ancestral Territorial Nation expressed concerns that the project could affect previously undocumented Native American cultural resources. At this time, no traditional cultural properties or TCRs have been identified within the project area by the Native American community. See below for summary of consultation efforts with the Native American community (Appendix E).

Environmental Consequences

During the project's Native American consultation, several Native American tribes expressed concern regarding the project's potential to impact Native American resources during construction which may be buried beneath the existing ground surface. While two shovel test pits and geotechnical bearings were excavated with negative findings, additional subsurface testing was not feasible as the APE is predominately paved or covered in hardscape; therefore, a mitigation-monitoring program is recommended during project implementation to reduce the potential impacts to any buried cultural resources (see measures CR-1 through CR-4 in the previous section). In addition, the Pechanga Band of Mission Indians stated that that project area is part of a

Traditional Cultural Landscape and that oak trees are an important part of this landscape, representing a component of their cultural heritage and history. As such, the Pechanga Band of Mission Indians requested that impacts to oak Trees be minimized where possible and if removals are anticipated, that transplanting be considered as well as other types of impact minimization. Due to the maturity and size of the oak trees within the APE, transplanting is not recommended as any transplanted oak tree would not be expected survive the process. Final project roadway plans will be designed to avoid removal of and other impacts to oak trees, when feasible. Should oak trees be removed to construct the project, TCR-1 (detailed below) will be implemented to reduce impacts.

After a review of background research, previous site records, previous cultural resource surveys, and extensive consultation with Native Americans tribal governments in 2016 and 2017, the project area is considered to have moderate to high sensitivity for buried prehistoric-era archaeological resources and low sensitivity for buried historic-era resources. The following measures are intended to reduce impacts to Native American Traditional Cultural Landscape oak trees and to buried cultural resources inadvertently discovered during construction. These measures, together with the cultural resources report, were provided to the Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Pechanga Band of Mission Indians, Soboba Band of Luiseno Indians, and the Tongva Ancestral Territorial Tribal Nation for review and comment in February 2017. Follow-up requests regarding the review and sufficiency of the measures and cultural report took place in March and April 2017.

The Tongva Ancestral Territorial Tribal Nation responded via email on March 8, 2017 that the Tongva Ancestral Territorial Tribal Nation did not concur with the proposed mitigation measures and suggested that an Environmental Impact Report was the most appropriate level of environmental study and documentation. The March 8, 2017 email response from the Tongva Ancestral Territorial Tribal Nation did not provide any recommendations regarding the proposed measures. On April 8, 2017, the County responded to the Tongva Ancestral Territorial Tribal Nation's response via an emailed letter stating that as no TCR had been identified after conducting a ground surface survey, subsurface testing, geotechnical boring monitoring, historical research, and consultation efforts, that there was no evidence that a TCR is present which would be impacted by the proposed project. As such, an Initial Study with proposed Mitigated Negative Declaration is the appropriate level of environmental study and documentation. The letter further stated that given the cultural sensitivity of the project area, the County drafted cultural measures to reduce impacts to buried resources inadvertently discovered during construction. The letter concluded by inviting the Tongva Ancestral Territorial Tribal Nation to contact the County further should the Tongva Ancestral Territorial Tribal Nation wish to discuss the project or the letter. No reply from the Tongva Ancestral Territorial Tribal Nation was received, in regards to the April 8, 2017 letter from the County.

On May 22, 2017 the Pechanga Band of Mission Indians responded via email requesting that the measures refrain from identifying a specific curation facility to be used should cultural resources be discovered during construction and instead state that any curatorial facility selected shall meet the federal curation requirements specified in 36 Code of Federal Regulations (CFR) Part 79. This request was incorporated and the measures revised and resubmitted to the Pechanga Band of Mission Indians for review. On May 30, 2017, the Pechanga Band of Mission Indians responded via email that the revised

measures were sufficient and that AB 52 consultation was now considered complete. The Pechanga Band of Mission Indians requested to be consulted on any proposed revisions to the measures which may occur as a result of public circulation of the environmental document. The Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, and the Soboba Band of Luiseno Indians have not responded to the County's good faith efforts to obtain comments on the cultural report or the proposed measures. Due to this lack of response, the County has decided to move forward with the measures proposed below.

Avoidance, Minimization, and/or Mitigation Measures

TCR-1: Oak trees within the project area are considered an important part of a Native American Traditional Cultural Landscape, representing a significant component of Native American cultural heritage and history. Final project roadway plans will be designed to avoid impacts to oak trees, when feasible. Should oak trees be removed to construct the project, the oak trees and their associated habitat shall be replaced according to the Riverside County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the Riverside County General Plan (TCAP 17.1).

TCR-2: The Riverside County Transportation Department shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the County of Riverside Transportation Department during the AB 52 process. The Riverside County Transportation Department shall coordinate with the Native American Tribe(s) to develop a Tribal Construction Monitoring Agreement(s). A copy of the agreement shall be provided to the Riverside County Transportation Department prior to the start of construction of the project. Both a tribal monitor and archaeological monitor shall be present during all ground disturbing activities of the project. The tribal and archaeological monitor may elect to reduce monitoring efforts should it be determined that further ground disturbing activities would have a low potential to impact buried cultural resources.

TCR-3: In the event that Native American cultural resources are inadvertently discovered during the course of constructing this project, the following procedures will be carried out for treatment and disposition of the discoveries. The Riverside County Transportation Department shall relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to Native American cultural resources. The Riverside County Transportation Department shall relinquish the Native American artifacts through one or more of the following methods and provide evidence of same.

a) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.
b) A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

c) Should reburial of collected cultural items be preferred, it shall not occur until after the final report documenting archaeological monitoring results and the significance and treatment findings (Archaeological Monitoring Results/Data Recovery Report) has been submitted to the Riverside County Transportation Department. Should curation be preferred, the Riverside County Transportation Department is responsible for all costs and the repository and curation method shall be described in the Archaeological Monitoring Results/Data Recovery Report.

VII. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

a (i-iv) **Less Than Significant Impact.** The project would not expose people or structures to potential substantial adverse effects, involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. The project is not on an Alquist Priolo Earthquake Fault Zone requiring special study for fault rupture hazard. Seismic ground shaking is could be likely based on the distance to the nearest sources, Elsinore Fault Zone approximately 1.5 miles to the west; however design and construction in accordance with Caltrans' seismic design criteria will ensure that substantial impacts due to seismic forces and displacements are avoided or minimized

to the extent feasible. Seismic-related failure, including liquefaction, is also a less than significant impact because the potential is believed to be slight at this predominantly flat site. No impact from landslides would occur with the project.

b) **Less Than Significant Impact with Mitigation Incorporated.** Erosion and loss of top soil would be a less than significant impact with mitigation. Grading and earthwork during construction may result in erosion and sedimentation. This impact would be mitigated through implementation of the Stormwater Pollution Prevention Plan (SWPPP) which would incorporate erosion control methods as detailed in measure WQ-2 listed in Section IX.

c, d) **Less Than Significant.** The project is not on a geologic unit or soil that is unstable or that would become unstable as a result of the project. On-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse is not anticipated. Expansive soils contain significant amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert significant pressures on loads that are placed on them, and can result in structural distress and/or damage. Soils at the proposed project site are non-expansive.

e) **No Impact.** The project does not include septic tanks or an alternative wastewater disposal system on the site.

Avoidance, Minimization, and/or Mitigation Measures

None.

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

Regulatory Background

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include CO2, CH4, NOX, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level. AB 1493 requires the CARB to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the EPA. The waiver was denied by the EPA in December 2007 and efforts to overturn the decision had been unsuccessful. See California v. Environmental Protection Agency, 9th Cir. Jul. 25, 2008, No. 08-70011. On January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. On June 30, 2009 EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011 and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver will also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model years later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order

S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. [EPA] et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions. [2]

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6)--in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.[3]

According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

[2] http://www.epa.gov/climatechange/endangerment.html

[3] ibid

As part of its supporting documentation for the Draft Climate Change Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Figure 11 is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

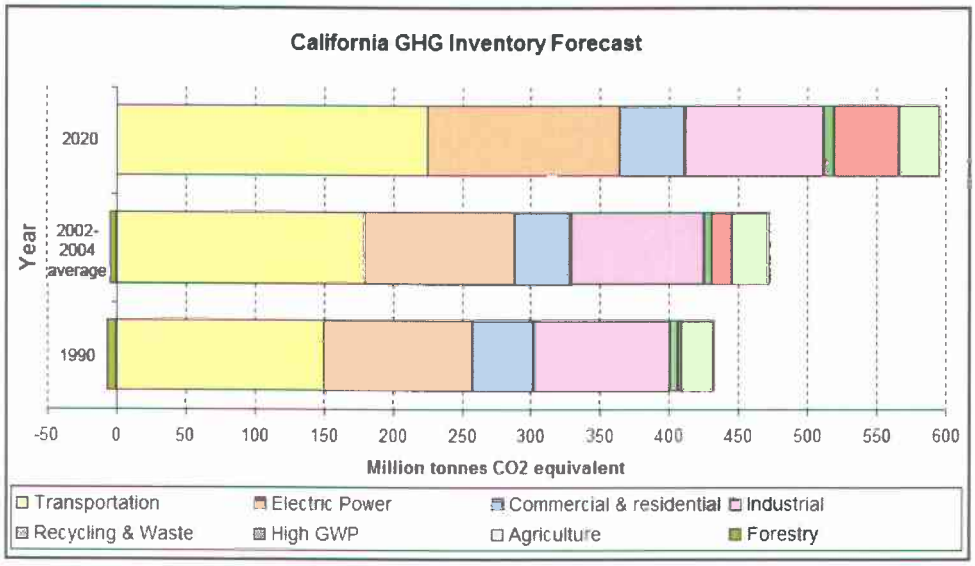

Figure 11. California Greenhouse Gas Inventory
Taken from: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

On May 13, 2010, the USEPA issued a Final Rule that establishes a common sense approach to addressing greenhouse gas emissions from stationary sources under the CAA permitting programs. The rule is in its second phase, which continues through June 2013. In this phase, new construction projects that exceed a CO2e threshold of 100,000 tons per year and modifications of existing facilities that increase CO2e emissions by at least 75,000 tons per year are subject to permitting requirements. Additionally, operating facilities that emit at least 100,000 tons per year are subject to Title V permitting requirements for GHGs (USEPA 2010a). New and existing industrial facilities that meet or exceed that threshold require a permit under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs.

Riverside County 2015 Climate Action Plan

Following the state's adopted AB 32 GHG reduction target, Riverside County has set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15% decrease from 2008 levels, as recommended in the AB 32 Scoping Plan. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the proposed General Plan Update, are 12,129,497 MT CO2e. In order to reach the reduction target, Riverside County must offset this growth in emissions and reduce community-wide emissions to 5,960,998 MT CO2e by the year 2020 (Riverside County CAP 2015).

a & b) **Less Than Significant.**

Affected Environment/Environmental Consequences

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. As discussed in Section III, Air Quality, construction of the project would be in compliance with applicable air quality rules.

GHG emissions produced during operations are those that result from potentially increased traffic volumes or changes in automobile speeds. The proposed project would not increase the number of automobiles in the traffic system. By widening the existing road, overall traffic flow is expected to improve, and the project is not anticipated to increase CO2 emissions. Lower speeds, such as those experienced in congested areas, generally result in higher CO2 emissions rates. No impact to greenhouse gas emissions or climate change would result from operations.

Construction Emissions
Construction in Riverside County contributes approximately 110,000 metric tons of GHG every year (SCAG 2012). The on-site construction equipment for proposed project is anticipated to emit 453.17 metric tons of GHG during construction, less than 1% of the annual GHG emissions during construction within Riverside County (Table 7).

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. Per measure CC-1, construction activities will be in compliance with the SCAQMD.

Table 7. Construction CO_2 Emissions Compared to Threshold of Significance

Greenhouse Gas	Road Construction Emissions Model Estimates (metric tons/year)	U.S. EPA Threshold (metric tons/year)
CO_2	453.17 total for the project	75,000[4]

Source: Modeling using the *Roadway Construction Emissions Model* 8.1.0 (Sacramento Metropolitan Air Quality Management District 2017).
https://www.epa.gov/sites/production/files/2015-12/documents/ghgpermittingguidance.pdf

[4] Per the U.S. EPA, modifications of existing facilities that increase CO2e emissions by at least 75,000 tons per year are subject to permitting requirements. Additionally, operating facilities that emit at least 100,000 tons per year are subject to Title V permitting requirements for GHGs (USEPA 2010a).

Operational Emissions

GHG emissions produced during operations are those that result from potentially increased traffic volumes or changes in automobile speeds. The proposed project would marginally increase the number of automobiles using the roadway, but would not increase the number of vehicles in the regional traffic system. By widening the existing road, overall traffic flow is expected to improve, and the project is not anticipated to increase CO_2 emissions. Lower speeds, such as those experienced in congested areas, generally result in higher CO_2 emissions rates.

The Build Alternative is estimated to generate the relatively similar CO_2 emissions as the No-Build Alternative as the traffic volumes are similar with and without the project. Based on results from the CT-EMFAC model and information from the Traffic Operations Analysis (2016), traffic currently generates approximately 1.9 tons of CO_2 annually. In the projected opening year, the Build and No-Build would result in 1.9 and 1.8 tons of CO_2 annually, respectively. In the future 2045 condition, the Build and No-Build would result in 1.9 and 1.5 tons of CO_2 annually, respectively. Table 8 summarizes the estimated CO_2 emissions with Build and No-Build Alternative.

Table 8. Annual CO_2 Emissions

Time span	Existing (Year 2016)	Opening (Year 2019)		Future (Year 2045)	
		No-Build	Build	No-Build	Build
Annually	1.9 tons	1.8 tons	1.9 tons	1.5 tons	1.9 tons
*Based on CT-EMFAC Version 6.0.0.29548 (2017) and Traffic Operations Analysis (2016).					

The SCAQMD established a threshold of significance for all non-industrial projects of 3,000 $MTCO_2e$/year. This project is far below this threshold, with a maximum annual emission of 1.9 $MTCO_2e$/year in 2019 and 1.9 $MTCO_2e$/year in 2045. No significant impact to greenhouse gas emissions or climate change would result from improvements to this roadway.

Additionally, the numbers are not necessarily an accurate reflection of what the true CO_2 emissions will be because CO_2 emissions are dependent on other factors that are not part of the model such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO_2 emissions, not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

Avoidance and Minimization Measures

Although the proposed project will not exceed U.S. EPA thresholds, Riverside County is commited to reducing greenhouse gas emissions consistent with the Climate Action Plan. As a result, the following measure will be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

CC-1: The contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions, which include the following relevant measures from the County of Riverside General Plan Air Quality Element:

- AQ 4.6. Require stationary air pollution sources to comply with applicable air district rules and control measures.
- AQ 4.9. Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

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

a) **Less than Significant.** The proposed project is designed to accommodate current and future traffic in the area. No additional transport, use, or disposal of hazardous materials is anticipated as a result of the project.

b) **Less than Significant Impact with Mitigation.** Review of the information available through Geotracker (2016) indicated that there are no current or historical clean-up sites or hazardous waste facilities within the proposed project area. To further confirm that no identifiable hazards or hazardous waste were present in the project area, a field investigation was performed within the project area on March 2, 2016. This investigation examined existing land uses for potentially hazardous material usage (such as gas

stations or dry cleaners) as well as reviewed pavement and exposed soils for staining indicative of hydrocarbon contamination from spilled gasoline, oil, or other contaminants. Observations made during the field investigation indicated that Temescal Canyon Road is constructed with painted concrete and/or asphalt, therefore standard BMPs for lead-containing structures prior to construction will be implemented. Additional consideration using historical aerial photographs was given to APN 282-160-008 and APN 282-122-003 due to partial acquisition of these properties. No evidence of potential hazardous waste was found within these parcels. Mitigation measures HAZ-1 and HAZ-2 will be implemented to reduce any potential impacts to a less than significant level.

c) **Less than Significant.** The project site is not located within 0.25 miles of an existing or proposed school. The nearest school is Temescal Valley Elementary School, which is located approximately 1.25 miles south west of the project area. In addition, construction activities would not involve handling or transportation of hazardous materials; therefore there would be a less-than-significant impact in regards to exposure of existing contaminated soil during construction activities.

d) **No Impact.** The proposed project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List. No sites in the Cortese List are in this area of Riverside County (EnviroStar 2017).

e) **No Impact.** The project is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the Riverside Municipal Airport, which is 9 miles north east.

f) **No Impact.** The project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip is Perris Aviation, approximately 15 miles east of the project.

g) **Less Than Significant with Mitigation.** The project would have less than significant impact on emergency access. Temescal Canyon Road would be kept open throughout construction for through traffic. Response times are not anticipated to be affected during construction. In the long-term, it is anticipated that the widened road would better serve emergency vehicles by reducing traffic congestion along Temescal Canyon Road. Measure TRA-1 in Section XVII would be implemented to further reduce temporary impacts to emergency access as a result of construction activities to a less than significant level.

h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No wildlands are near the project.

Avoidance, Minimization, and/or Mitigation Measures

HAZ-1: To avoid impacts from pavement striping during construction it is recommended that removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE.

HAZ-2: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby gas stations). Should any previously unknown hazardous waste/material be encountered during construction, the procedures outlined in Caltrans Hazards Procedures for Construction shall be followed.

X. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) 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)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Regulatory Setting

The federal Clean Water Act (CWA) establishes requirements for the discharge of urban runoff from Municipal Separate Storm Sewer Systems (MS4) under the National Pollutant Discharge Elimination System (NPDES) program. On January 29, 2010, the Santa Ana Regional Water

Quality Control Board (RWQCB) issued Permit Order No. R8-2010-0033 ("MS4 Permit") to authorize the discharge of urban runoff from MS4 facilities in Riverside County within the Santa Ana Region MS4 Permit area. The MS4 Permit requires development of a standard design and post-development Best Management Practices (BMP) guidance to guide application of Low Impact Development BMPs to the maximum extent practicable on streets, roads or highways under the jurisdiction of the Permittees used for transportation of automobiles, trucks, motorcycles, and other vehicles. The Santa Ana Region MS4 Permit Program prepared the Low Impact Development: Guidance and Standards for Transportation Projects (LID) to provide direction to Transportation Project owners and operators regarding how to address MS4 Permit requirements for public works Transportation Projects within their jurisdiction.

a) **Less Than Significant with Mitigation Incorporated.**

Long-Term Water Quality Impacts

The Temescal Canyon Road Widening Project – Dos Lagos Segment is a Category 3 project under the Santa Ana Region MS4 Permit area and a Transportation Project Guidance analysis report was prepared for the project in June of 2017. This report included the following LID BMP feasibility analysis:

1. Minimum Road Widths
2. Drainage Swales
3. Infiltration Basins
4. Bioretention
5. Sidewalk Trees and Tree Boxes
6. Permeable Pavement
7. Class I Bikeway and Sidewalks

Although some of these LID BMPs were determined to be infeasible for this project due to existing site conditions and right-of-way constraints, the project has been designed to include all feasible LID BMPs and MS4 guidelines for post construction storm water runoff. LID BMPs that will be utilized include a minimized road width to reduce the increase in impervious surfaces post construction. Source control BMPs include street sweeping of transportation surfaces adjoining curb and gutter, drainage facility inspection and maintenance, and MS4 stenciling and signage on catch basins. The project has also been designed to be consistent with the new requirements of the County's MS4 Permit as it relates to the State Water Board Trash Amendment. The trash amendment includes new requirements to prevent the discharge of trash into surface waters of the State or the deposition of trash where it may be discharged into waters of the State. To fully comply with these standards, the project would include trash catch basins at all existing and proposed storm drain inlets along Temescal Canyon Drive, within the project area. Measure WQ-1 provides a summary of the BMPs that are planned to be implemented by the project. During final design of the project, the County may choose to implement additional or augmented BMPs if they are determined to be feasible.

Short-Term Water Quality Impacts

Short-term, construction-related earth disturbing activities could potentially cause soil erosion and sedimentation to local waterways. Projects are at the highest risk during use of heavy equipment during grading actives. A Construction General Permit would be obtained and a Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to construction. Potential impacts would be mitigated for through erosion control

methods in the SWPPP and requirements of the NPDES General Construction Permit. Implementation of a SWPPP would ensure the project is in compliance with NPDES requirements. Measure WQ-2 provides the requirements for NPDES compliance.

b) **No Impact.** The proposed project does not have the potential to impact ground water. Excavation for the road is estimated to be 5 feet which is well above the existing ground water table which is located approximately 10 feet below ground.

c) **Less Than Significant with Mitigation Incorporated.** Although the project proposes modification to the existing drainage pattern of the site, necessitated by widening Temescal Canyon Road, the project has been designed to ensure that future stormwater runoff is adequately handled through improvements to the storm drainage system. These improvements would ensure that no substantial erosion or siltation on- or off-site would occur as a result of this project. Storm drainage pipes and ditches have been evaluated by Riverside County and will be replaced, enhanced, or made larger to accommodate surface stormwater flows. These improvements accommodate the proposed additional runoff from the widened Temescal Canyon Road. Development in the region over the last 30 years has resulted in a larger amount of stormwater running through the existing facilities that carry water in culverts under I-15 resulting in a higher amount of stormwater discharge through this project area. By implementing these stormwater drainage improvements, the project will have a less than significant impact to erosion and siltation as it relates to regional water quality resources.

d) **Less Than Significant with Mitigation Incorporated.** The proposed project involves widening of the existing Temescal Canyon Road from south of Leroy Road to Dos Lagos Drive from two lanes to four lanes. Existing impervious surfaces in the project area are measured at approximately 178,000 square feet and the post project condition would result in approximately 293,000 square feet of impervious surfaces; an increase of approximately 115,000 square feet.

Additional runoff can contribute to increased flood potential of natural stream channels, accelerated soil erosion and stream channel scour, and increased transport of pollutants to waterways. Additionally, the road alignment includes super elevated horizontal curves which may affect the ability to collect and treat surface runoff at appropriate locations. This increase in impervious surfaces and potential runoff would be accommodated for by including storm drain improvements in the project design. Storm drain improvements would include pipes, box culverts, catch basins, roadside ditches / channels, and headwalls to accommodate long-term increased runoff. The proposed project would also implement all feasible LID BMPs and follow MS4 guidelines for long-term, post construction storm water runoff (see discussion of these BMPs in the response to question a). Implementation of measure WQ-1 would ensure that increased pollutant runoff caused by the increase in impervious surfaces is mitigated to prevent water quality impacts to adjacent streams or rivers.

e) **Less Than Significant with Mitigation Incorporated.** Although the project does propose modification to the existing drainage pattern of the site, necessitated by widening Temescal Canyon Road, the project has been design to ensure that existing and future stormwater runoff is adequately handled through improvements to the storm drainage system. These improvements would ensure that no substantial erosion or siltation on- or off-site would occur as a result of this project. Storm drainage pipes and ditches have been evaluated by Riverside County and will be replaced, enhanced, or

made larger to accommodate surface stormwater flows. These improvement accommodate the proposed additional runoff from the widened Temescal Canyon Road, was well as regional stormwater from elsewhere in the watershed such as from west of I-15. Development in the region over the last 30 years has resulted in a larger amount of stormwater running through the existing facilities that carry water in culverts under I-15 resulting in a higher amount of stormwater discharge through this project area. Implementation of measure WQ-1 would ensure that increased pollutant runoff caused by the increase in impervious surfaces is mitigated to prevent water quality impacts to adjacent streams or rivers. Impacts related to surface runoff that would result in substantial additional sources of polluted runoff would be less than significant with mitigation incorporated.

f) **Less Than Significant.** Large trucks used to transport construction materials to the site could leak hazardous materials such as oil and gasoline. Improper use of fuels, oils, and other construction-related hazardous materials could pose a threat to surface water or groundwater quality. The SWPPP will have a section designated to non-storm water and materials management controls (which includes management of fuel transport, fueling, storing, etc. Because of the protective measures incorporated into the project design and required, such as reduced road width and trash capture devices in catch basins, as a condition of the Construction General Permit, this impact is considered less than significant. No mitigation is required.

g - j) **No Impact.** The proposed project area is not located on or next to a body of water. The closest water feature is the Temescal Canyon Wash located approximately 0.25 feet east of the project area. The Temescal Canyon Wash is not 303(d) listed. The nearest 303(d) listed body of water is Lake Elsinore, including the Reach to Lake Elsinore which flows seasonally adjacent to the project area when water is present. However, implementation of Measure WQ-2 would ensure no water quality impacts occur to the adjacent Reach when water is present. Therefore, the proposed project would not impact the water quality of any 303(d) listed bodies of water.

The road would be constructed within Zone X, an area determined to be outside the 100-year floodplain, as mapped in the Federal Emergency Management Agency Flood Insurance Rate Maps (see maps in Appendix E).

The project does not include changes to levees or dams and the project does 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.

The site is approximately 3 miles south west of the nearest lake (Lake Matthews), and is approximately 25 mi northeast of the ocean. As a result, the project site is not subject to seiche, tsunami, or mudflow.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented:

WQ-1: The following best management practices shall be incorporated into the 100% plans, specifications, and estimates, pursuant to the 2017 Transportation Project Guidance and the Riverside County MS4 permit guidelines:

- Road widths shall be minimized where feasible to reduce the increase in impervious surfaces to the minimum necessary to meet the project purpose and need.
- Install and maintain trash racks in new and existing catch basins;
- Provide stencil painting and sign on catch basin inlets ("Only Rain Down the Storm Drain");
- Drainage facilities shall be inspected and maintained to ensure they continue to function as intended by the project design (catch basins, storm drain pipe, structures); and
- Road surfaces adjoining the curb & gutter shall be swept regularly to minimize sedimentation buildup in the stormdrain system and to reduce discharge of sediment into adjacent water features.

WQ-2: The construction contractor shall obtain coverage under the Construction General Permit 2009-0009-DWQ NPDES CAS No. CAS 000002 prior to any ground disturbance activities associated with the project. The Contractor's SWPPP shall describe the Contractor's plan for managing run-on and runoff during each construction phase. The SWPPP shall describe the Best Management Practices (BMPs) that will be implemented to control erosion, sediment, tracking, construction materials, construction wastes, and non-storm water flows. The SWPPP shall describe installation, operation, inspection, maintenance, and monitoring activities that will be implemented for compliance with the CGP and all applicable federal, state, and local laws, ordinances, statutes, rule and regulations related to the protection of water quality.

XI. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

a) **No Impact.** The project would not divide an established community. As a road widening project, the project would provide improved north-south connectivity from the City of Corona through Temescal Valley.

b) **No Impact.** Land use along Temescal Canyon Road, within Riverside County, includes Estate Density Residential, Business Park, Commercial Retail, and High Density Residential. Zoning for this area is zoned for Scenic Highway Commercial (C-P-S), Controlled Development Area (W-2), Industrial Park (I-P), and Manufacturing-Service Commercial (M-SC) (Figure 12. Zoning Map). Land use along Temescal Canyon Road, in the City of Corona, is zoned for "Arterial." Temescal Canyon Road is the main corridor through what might be characterized as El Cerrito's central business district. Industrial, manufacturing, recycling, vehicle storage, commercial, and houses of varying design can be found in profusion along this corridor.

c) **Less Than Significant Impact.** The proposed project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and is considered a MSHCP Covered Activity. A very small portion of the project, located at the project terminus along Leroy Road, is within the Temescal Wash West Temescal Canyon Area Plan (SU3), a subunit of the greater Western Riverside County MSHCP. At the Leroy Road terminus, the project also occurs within Criteria Cells 2723 and 2827, which includes a Narrow Endemic Plant Species Survey Area (NEPSSA), Burrowing Owl Survey Area, and the Criteria Species Survey Area. However, the project is not within MSHCP Public/Quasi Public (PQP) Lands, MSHCP conservation areas, MSHCP Core Areas, Core Linkages or Reserve Assembly areas. The project will comply with the Western Riverside MSHCP as well as other state and local environmental regulations. Avoidance measures will be implemented to ensure no take of native birds or their nests would occur during construction. In addition, applicable Best Management Practices (BMPs) and Construction Guidelines from Appendix C of the MSHCP, Volume I, will be implemented.

Avoidance, Minimization, and/or Mitigation Measures

None.

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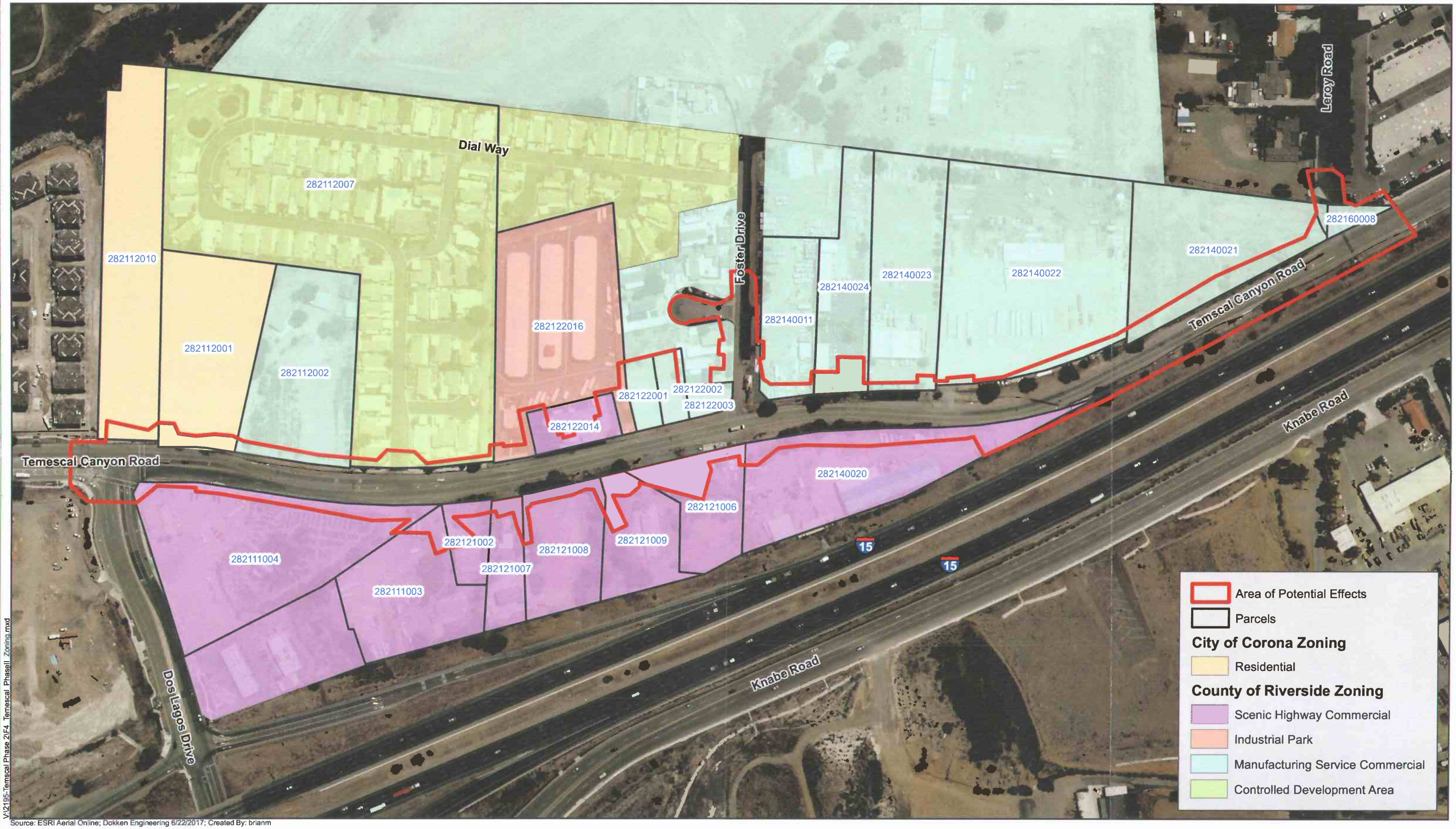

V:\2195-Temscal Phase 2\F4_Temescal_Phase\l_Zoning.mxd

Source: ESRI Aerial Online; Dokken Engineering 6/22/2017; Created By: brianm

12

0 250 500 750 1,000 Feet

FIGURE 12
Zoning Map
Temescal Canyon Road Widening Phase 2 Project
Riverside County, California