

XII. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a & b) **No Impact.** There are no known mineral resources or locally important resources at the project site. Since Temescal Canyon Road is a highly disturbed, commercial area, the disturbance of important mineral resources is not anticipated. As stated in the General Plan, "Lands classified as...MRZ-3 are not affected by state policies pertaining to the maintenance of access to regionally significant mineral deposits under the California Surface Mining and Reclamation Act of 1975." The project would not result in impacts to mineral resources.

**Avoidance, Minimization, and/or Mitigation Measures**

None.

<b>XIII. NOISE:</b> Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Regulatory Setting**

Riverside County has established noise-level performance standards for projects affected by non-transportation sources and transportation sources. Noise is generally characterized as an equivalent continuous sound level (Leq) averaged over time, day-night average sound level (Ldn), or CNEL (Community Noise Equivalent Level). The Noise Element of the Riverside County General Plan outlines noise policy with respect to CEQA. Appendix I of the County Noise Element includes the *Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures Memorandum (MEMO)*. MEMO sets maximum thresholds for both interior noise levels in residential dwellings and exterior noise levels with respect to transportation projects. The interior noise levels in residential dwellings shall not exceed 45 Ldn/CNEL. The exterior noise level shall not exceed 65 Ldn/CNEL per the County Noise Element. Table 9 identifies real world examples of common noise causing activities and their measurements in A-weighted decibels (dBA).

**Table 9. Noise Levels of Common Activities**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

For residences and retail commercial locations exposed to noise from transportation noise sources, the County has established a criterion of 55 dBA between 7:00AM and 10:00PM, and 45 dBA between 10:00PM and 7:00AM (2007); however construction activities carried out for capital improvement projects by governmental agencies are exempt from the County Noise Control Ordinance.

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

**Affected Environment**

The noise environment near the proposed project is dominated by traffic sources. Background noise levels are influenced by Temescal Canyon Road existing surrounding commercial and industrial uses. Traffic remains the dominant noise source at the project site. As a way to characterize noise levels, Table 10 summarizes typical ambient noise levels based on population density.

**Table 10. Population Density and Associated Ambient Noise Levels**

Population Density	dBA, Ldn
Rural Suburban	40–50
Quiet suburban residential or small town	45–50
Normal suburban residential urban	50–55
Normal urban residential	60
Noisy urban residential	65
Very noisy urban residential	70
Downtown, major metropolis	75–80
Under flight path at major airport, 0.5 to 1 mile from runway	78–85
Adjoining freeway or near a major airport	80–90

Sources: Cowan 1984, Hoover and Keith 1996

The vicinity of the project area is most similar to that of “normal suburban residential urban”. Normal suburban residential urban areas have a typical noise level of 50-55 dBA (2015).

The project area includes commercial and open space land uses. The existing noise environment in the project area is dominated by traffic noise from traffic traveling on Interstate 15 and Temescal Canyon Road.

Noise sensitive receptors include the surrounding residences located to the east of Temescal Canyon Road, approximately 30 feet away.

Table 11 summarizes noise levels produced by commonly used construction equipment. Individual types of construction equipment are expected to generate noise levels ranging from 74 to 89 dBA at a distance of 50 feet. The construction noise level at a given location depends on the type of construction activity, the noise level generated by that activity, and the distance and shielding between the activity and noise receivers.

**Table 11. Construction Equipment Noise Emission Levels**

Equipment	Typical Noise Level (dBA) 50 feet from Source
Sonic Pile Driver	96
Grader	85
Bulldozers	85
Truck	88
Loader	85
Roller	74
Air Compressor	81
Backhoe	80
Pneumatic Tool	85
Paver	89
Concrete Pump	82

Source: Federal Transit Administration, 1995

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise of this project would be intermittent, and noise levels would vary depending on the type of construction activity. For this project, lowest construction equipment-related noise levels would be 55

dBA at a distance of 50 ft for sound from a pick-up truck. Highest noise levels would be up to 90 dBA (at a distance of 50 ft) for a concrete saw for pavement removal. A jackhammer, which would be up to 89 dBA at a distance of 50 ft, would also be utilized during the proposed project.

### Field Surveys

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Although all land uses are evaluated in this analysis, the focus is on locations of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and common use areas at multi-family residences. The noise study area, which encompasses approximately 500 feet from the project footprint, includes single-family residences, commercial land uses, and vacant undeveloped land.

The geometry of the project relative to nearby existing and planned land uses was also identified. Short-term measurement locations were selected to represent each noise-sensitive area within the project area. Short-term measurement locations were selected to serve as representative modeling locations. The field noise study was conducted in accordance with procedures established in MEMO: Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures. During the short-term measurements, field staff attended each meter. Minute-to-minute Leq values collected during the measurement period (typically 20 minutes in duration) were logged by the sound level meter. Dominant noise sources that were not traffic-based were observed and noted during the measurements. In areas with existing traffic in the project vicinity, concurrent traffic counts taking during the noise measurement were used to calibrate the noise model and to predict the noise levels at noise-sensitive land uses in the project area. The ambient noise levels measured were used to establish the existing noise level at many locations within the project area. Noise receptors in the project area were exposed to existing noise levels ranging from 60 to 66 dBA CNEL. In accordance with MEMO, it is assumed that standard residential design (with windows closed) will provide no more than 20 dBA of attenuation (Figure 13).

Predicted design-year traffic noise levels with the project were compared to existing conditions and to opening-year and design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as determined by MEMO.

Short-term monitoring was conducted at three locations on Monday, April 4, 2016 using a Larson Davis Model 824 Precision Type 1 sound level meters (serial number 824A3562). The calibration of the meter was checked before and after the measurement using a Larson Davis CAL200 (serial number 8534). Table 10 shows the existing noise levels in the project area. Table 10 also lists the location and land use for each modeled receiver location. The ambient noise levels measured were used to establish the existing noise level at many locations within the project area. As shown in Table 12, noise receptors in the project area are exposed to existing noise levels ranging from 60 to 66 dBA CNEL.

**Table 12. Existing Exterior Noise Levels**

Receiver No.	Location	Type of Land Use	Number of Dwelling Units	Modeled Existing Noise Level (CNEL)	Normally Acceptable Noise Exposure (Ldn or CNEL, dBA) <sup>1</sup>	Exceed MEMO Exterior Threshold? 65 dBA (CNEL)
NM-1	21501 Temescal Canyon Road	Commercial Retail	0	66.5	70	Yes
NM-2	21740 Dial Way Court	Low-Density Residential	1	59.7	60	No
NM-3	8200-8832 Leroy Road	Low-Density Residential	1	64.4	60	No
ER-1	21541 Temescal Canyon Road	Commercial Retail	1	65.1	70	Yes
ER-2	21655 Temescal Canyon Road	Commercial Retail	1	65.3	70	Yes
ER-3	21653 Temescal Canyon Road	Commercial Retail	1	65.4	70	Yes
ER-4	21653 Temescal Canyon Road	Commercial Retail	1	65.8	70	Yes
ER-5	21594-21648 Temescal Canyon Road	Low-Density Residential	1	65.4	60	Yes
ER-6	21705 Temescal Canyon Road	Commercial Retail	1	65.9	70	Yes
ER-7	9010 Leroy Road	Low-Density Residential	1	62.2	60	No


<sup>1</sup> Based on Table N-1, Land Use Compatibility for Community Noise Exposure from County of Riverside General Plan Noise Element

Source: FHWA Traffic Noise Model 2.5

Source: USA Topo Maps Online; Dokken Engineering 1/25/2017; Created By: Kohan

 Noise Receivers  
 Project Area




  
 0 250 500 750 1,000 Feet

**FIGURE 13**  
**Noise Measurement and Receiver Locations**  
 Temescal Canyon Road Widening Phase 2 Project  
 Riverside County, California

## Environmental Consequences

### Operational Impacts

As shown in Table 13, Exterior noise levels under the proposed project would range between 60.3 dBA and 67.0 dBA CNEL in 2019. Exterior noise levels at NM-1 and ER-1 through ER-6 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under the Build Alternative. The greatest increase in exterior noise levels that would occur is 0.4 dBA CNEL at noise receiver ER-4. As discussed in Section 3.5, changes in noise of 1 to 2 dB are generally not perceptible. A noise increase in 0.4 dBA CNEL is not considered to be a substantial increase in noise. Furthermore, the proposed project would not cause a noise receptor to exceed the County of Riverside exterior noise threshold where it would not already be exceeded without the proposed project. Therefore, no significant increase in noise would occur in the opening-year 2019.

**Table 13. Comparison of Estimated Exterior Noise Levels in Opening-Year (2019)**

Receptor # and Location	Predicted Noise Level for No Project (dBA CNEL)	Predicted Noise Level for Build (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	66.9	67.0	0.1
NM-2	60.1	60.3	0.2
NM-3	64.8	65.0	0.2
ER-1	<b>65.6</b>	<b>65.5</b>	-0.1
ER-2	<b>65.7</b>	<b>65.9</b>	0.2
ER-3	<b>65.9</b>	<b>65.8</b>	-0.1
ER-4	<b>66.2</b>	<b>66.6</b>	0.4
ER-5	<b>65.8</b>	<b>65.9</b>	0.1
ER-6	<b>66.4</b>	<b>66.2</b>	-0.2
ER-7	62.6	62.7	0.1

Bold indicates noise levels exceeding County of Riverside noise threshold

Source: FHWA Traffic Noise Model 2.5

The design-year traffic noise modeling results summarized in Table 14 indicate that the traffic noise level, represented by NM-1 through NM-3 and ER-1 through ER-7 would range between 61.6 dBA CNEL and 69.7 dBA CNEL without the proposed project. Exterior noise levels at NM-1 through NM-3, and ER-1 through ER-7 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under no project conditions. Exterior noise levels under the Build Alternative would range between 63.0 dBA and 70.4 dBA CNEL in 2045. Exterior noise levels at NM-1, NM-3 and ER-1 through ER-6 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under the Build Alternative. The greatest increase in exterior noise levels that would occur is 2.4 dBA CNEL at noise receiver NM-1. However, the proposed project would not cause a noise receptor to exceed the County of Riverside exterior noise threshold where it would not already be exceeded without the proposed project. Therefore, no significant increase in noise would occur in the opening-year 2045.



**Table 14. Comparison of Estimated Exterior Noise Levels in Design-Year (2045)**

Receptor # and Location	Predicted Noise Level for No Project (dBA CNEL)	Predicted Noise Level for Build (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	<b>67.6</b>	<b>70.0</b>	2.4
NM-2	61.6	63.0	1.4
NM-3	<b>66.6</b>	<b>67.7</b>	1.1
ER-1	<b>69.0</b>	<b>69.6</b>	0.6
ER-2	<b>67.9</b>	<b>69.3</b>	1.4
ER-3	<b>69.5</b>	<b>70.2</b>	0.7
ER-4	<b>68.1</b>	<b>69.8</b>	1.7
ER-5	<b>66.8</b>	<b>68.4</b>	1.6
ER-6	<b>69.7</b>	<b>70.4</b>	0.7
ER-7	<b>65.0</b>	<b>66.0</b>	1

Bold indicates noise levels exceeding County of Riverside noise threshold

Source: FHWA Traffic Noise Model 2.5

Traffic noise levels are anticipated to exceed the County of Riverside noise thresholds under the Build Alternative in both opening-year and design-year conditions as shown in Tables 13 through 14. For noise levels that exceed County of Riverside exterior noise thresholds, new construction or development should be undertaken after consideration of noise reduction requirements and noise insulation features. Therefore, incorporation of rubberized asphalt or open grade friction course (OGFC), as described in Measure NOI-1, is recommended along this segment of the Project. Either rubberized asphalt or OGFC would attenuate noise levels approximately 3 dB (Caltrans, 2006). The greatest noise increase that would occur as a result of the proposed project is at NM-1 in the design-year. The use of rubberized asphalt or OGFC is sufficient to mitigate exterior noise levels to below No-Build levels and even improve the noise environment where noise levels exceed County of Riverside noise thresholds without the proposed project. Tables 15 and 16 show the 3 dB noise reduction in exterior noise levels for affected noise receivers under the Build Alternative in both opening-year and design-year conditions.

With the use of rubberized asphalt, the project would not expose persons to, or generate, noise levels in excess or standards established in the local general plan or noise ordinance, or applicable standards of other agencies. All future noise levels are anticipated to be 67 dBA Ldn or less, only 1.1 dBA Ldn above no project levels. This noise increase is less than the 1.5 dBA Ldn threshold of significance in Riverside County. Rubberized asphalt, as described in Measure NOI-1, is proposed along this segment of Temescal Canyon Road. Rubberized asphalt would attenuate noise levels approximately 3 dB. With the implementation of Measure NOI-1, the project would not result in a significant impact on noise levels.

**Table 15. Comparison of Estimated Exterior Noise Levels in Opening-Year (2019) with Rubberized Asphalt or OGFC**

Receptor # and Location	Predicted Noise Level for No-Build (dBA CNEL)	Predicted Noise Level for Build (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	<b>66.9</b>	64.0	-2.9
NM-2	60.1	57.3	-2.8
NM-3	64.8	62.0	-2.8
ER-1	<b>65.6</b>	62.5	-3.1
ER-2	<b>65.7</b>	62.9	-2.8
ER-3	<b>65.9</b>	62.8	-3.1
ER-4	<b>66.2</b>	63.6	-2.6
ER-5	<b>65.8</b>	62.9	-2.9
ER-6	<b>66.4</b>	63.2	-3.2
ER-7	62.6	59.7	-2.9

Bold indicates noise levels exceeding County of Riverside noise threshold

**Table 16. Comparison of Estimated Exterior Noise Levels in Design-Year (2045) with Rubberized Asphalt or OGFC**

Receptor # and Location	Predicted Noise Level for No-Build (dBA CNEL)	Predicted Noise Level for Build (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	<b>67.6</b>	<i>67.0</i>	-0.6
NM-2	61.6	60.0	-1.6
NM-3	<b>66.6</b>	64.7	-1.9
ER-1	<b>69.0</b>	66.6	-2.4
ER-2	<b>67.9</b>	66.3	-1.6
ER-3	<b>69.5</b>	67.2	-2.3
ER-4	<b>68.1</b>	66.8	-1.3
ER-5	<b>66.8</b>	65.4	-1.4
ER-6	<b>69.7</b>	67.4	-2.3
ER-7	<b>65.0</b>	63.0	-2

Bold indicates noise levels exceeding County of Riverside noise threshold

Italics indicate noise levels that have been mitigated to less than No-Build conditions.

### Construction Impacts

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by the County of Riverside. Construction activity could result in noise that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard. Other construction activities associated with the proposed project may cause a small amount of groundborne vibration; however, vibration from these activities would be short-term and intermittent. Although temporary construction noise for capital improvement projects

is exempt from local noise ordinances, the project would include construction methods, structure designs, and operational methods that would reduce the potential noise and vibration impacts to less than significant levels.

No significant adverse noise impacts from construction are anticipated because construction noise would be short-term and intermittent, and construction would be conducted in accordance with County ordinances as appropriate, as included in minimization measure NOI-2. Construction is anticipated to take 6 months.

b) **Less Than Significant.**

**Affected Environment**

Construction of the proposed project could potentially increase groundborne vibration or noise in the project area. Table 17 provides an estimate of vibration levels associated with construction activities for each piece of equipment. These are based on a wide range of soil conditions.

**Table 17. Vibration Source Levels for Construction Equipment**

<b>Equipment</b>	<b>PPV at 25 ft (in/sec)</b>
Pile Driver (impact)	1.518
Pile Drive (sonic)	0.734
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: Federal Transit Administration, 2006. See also: [http://www.fhwa.dot.gov/environment/noise/construction\\_noise/handbook/handbook09.cfm](http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm)

During construction, the equipment with the greatest potential for vibration impacts would be generated by vibratory rollers, which would compact soil over the cut and fill lines along Temescal Canyon Road. Based on the information shown in Table 18, vibratory rollers could cause continuous vibration levels up to 0.210 PPV to buildings within 25 feet of Temescal Canyon Road during construction.

There are currently no Federal Highway Administration (FHWA) or State standards for vibration impacts. To assess the damage potential to nearby structures from ground vibration induced by construction equipment, Caltrans recommends the following criteria to evaluate the potential for damage:

**Table 18. Guideline Vibration Damage Potential Threshold Criteria**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, June 2004

None of the buildings within 25 feet of where soil compaction would occur are considered extremely fragile, fragile, or historic buildings. The majority of buildings in the project vicinity that would be impacted are residential structures and modern industrial/commercial buildings. Therefore, no buildings would be exposed to potentially damaging construction vibration levels from vibratory rollers exceeding the thresholds shown in Table 19.

There are currently no Federal Highway Administration (FHWA) or State standards for vibration impacts. Caltrans recommends the following criteria to evaluate the potential for human annoyance:

**Table 19. Guideline Vibration Annoyance Potential Criteria**

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.1
Severe	2.0	0.4

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, June 2004

As shown in Table 19, vibration levels as a result of construction activity, specifically use of a vibratory roller, would exceed the “Strongly perceptible” level but would fall well short of the severe level. Furthermore, vibratory rollers are mobile and individual receptors would not be subject to perceptible vibration for extended periods.

**Environmental Consequences**

Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the proposed project because operation of the proposed project would not involve vibration creating activities. No impacts due to vibration from transportation sources are anticipated as vehicles travelling on Temescal Canyon Road are supported on flexible suspension systems and pneumatic tires and are not an

efficient source of ground vibration. Since the proposed project would involve new pavement, vibration generated by roadway traffic on Temescal Canyon Road would be reduced to levels less than existing conditions.

- d) **Less Than Significant with Mitigation Incorporated.** No significant adverse noise impacts from construction are anticipated with mitigation incorporated because construction noise would be short-term and intermittent, and construction would be conducted in accordance with County ordinances as appropriate, as included in minimization measure NOI-1.
- 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.

**Avoidance, Minimization, and/or Mitigation Measures**

**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.

<b>XIV. POPULATION AND HOUSING:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** The project would not induce substantial population growth since it does not propose new homes or businesses. The project is a road widening project that is included within the County's General Plan. The road would serve existing and planned population growth which is also included within the County's General Plan. No unplanned growth would occur as a result of the proposed project.

b & c) **Less than Significant.** In order to accommodate the roadway widening, a standard right-of-way of approximately 96 square feet is required. As a result, certain properties along Temescal Canyon Road would need to be partially or fully acquired by the County to implement the proposed project. The proposed project would require partial and full right-of-way acquisition from parcels listed in Table 20 and Figure 14 which includes acquisition for roadway, drainage, utilities, and temporary construction easements for the project. Full acquisition will be required from APN 282-160-008 and APN 282-122-003, both of which are undeveloped and vacant. No residential or commercial relocations are expected to be necessary. Temporary construction easements will be required from 25 parcels along Temescal Canyon Road for the duration of construction which is approximately 6 months. Right-of-way negotiations will occur during final design. The proposed project would not displace any existing housing or people.

The proposed project is expected to require temporary construction easements from APNs 262-121-006 and 282-122-014 and a small area of permanent acquisition along the frontage of 282-122-014 based on preliminary engineering. The Sportsman's Bar is located on parcel 262-121-006 and the Rockefellas Bar is located on 282-122-014. As a result of the roadway widening and other improvements associated with the project, the parking lots for these two businesses may need to be reconfigured to provide a uniform roadway and formal driveway onto Temescal Canyon Road. Final parking lot layouts and design of the improvements on these two parcels will be determined through coordination between Riverside County and the property owners through the right-of-way negotiations needed to temporarily or permanently acquire property.

**Avoidance, Minimization, and/or Mitigation Measures**

None.

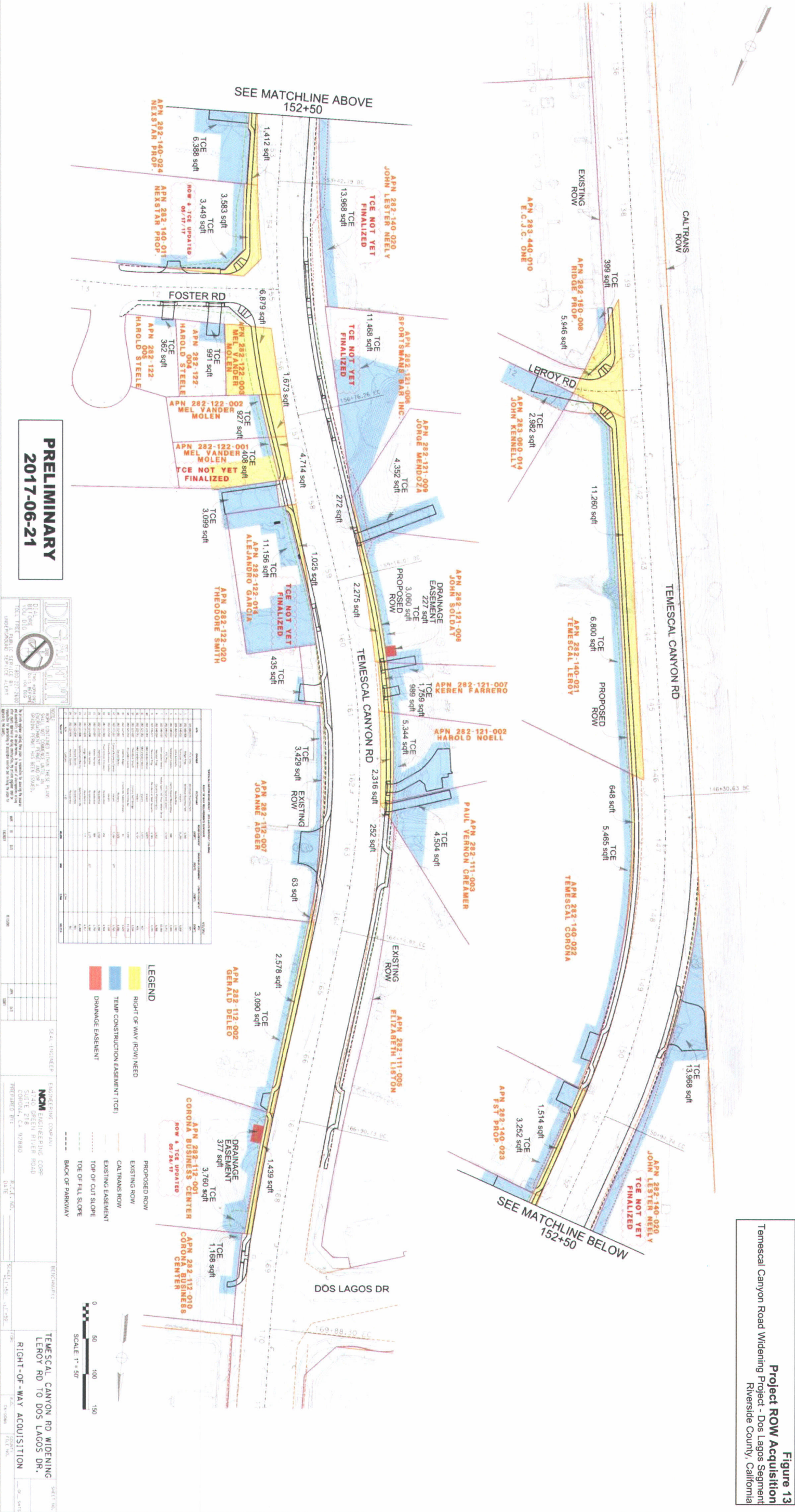
TABLE 16: RIGHT OF WAY REQUIREMENTS SUMMARY

	APN	OWNER	OCCUPANT	ROAD EASEMENT (SQFT)	DRAINAGE EASEMENT (SQFT)	UTILITY EASEMENT (SQFT)	Temporary Construction Easement (SQFT)
1	283-440-010	ECIC One	Wildrose Business Park	--			399
2	282-160-008	Ridge Prop.	Wildrose Business Park	5,946			--
3	282-140-021	Temescal Leroy	Vacant	11,260			6,800
4	283-060-014	John Kennelly	Residential	--			2,982
5	282-140-022	Temescal Corona	Curt's Diesel Repair Shop	648			5,465
6	282-140-023	FST Prop.	FST Sand and Gravel	1,514			3,252
7	282-140-020	John Lester Neely	Hydro Spot / All Four Wheel Drive	--			13,968
8	282-140-024	Nexstar Prop.	Quality Plastering Co.	1,412			6,388
9	282-140-011	Nexstar Prop.	Residential Wall Systems	3,299			2,740
10	282-122-003	Mel Vander Molen	Vacant	6,879			--
11	282-122-002	Mel Vander Molen	Vacant	1,673			927
12	282-122-001	Mel Vander Molen	Vacant	4,714			408
13	282-122-020	Theodore Smyth	Corona Self Storage				3,534
14	282-122-014	Alejandro Garcia	Rockefellas Bar	1,025			9,100
15	282-112-007	Joanne Adger	Creekside Mobile Estates	63			3,429
16	282-112-002	Gerald Deleo	Nursery	2,578			3,090
17	282-112-001	Corona Business Center	Vacant	1,433	377		3,429
18	282-112-010	Corona Business Center	Vacant	--			1,168
19	282-111-003	Paul Vernon Creamer	Residential	252			4,504
20	282-121-002	Harold Noell	Residential	2,316			5,344
21	282-121-007	Karen Ferraro	Residential	989			1,759
22	282-121-008	John Soldat	Residential	2,275	227		3,060
23	282-121-009	Jorge Mendoza	Residential	272			4,352
24	282-121-006	Sportsmans Bar Inc.	Sportsman's Bar	--			11,468
25	282-122-004	Harold Steele	Residential	--			991
26	282-122-005	Harold Steele	Residential	--			362
27	N/A	Caltrans	I-15	--		2,544	--
	<b>Total</b>			<b>48,548</b>	<b>604</b>	<b>2,544</b>	<b>98,919</b>

FULL ACQUISITION

FULL ACQUISITION





**Figure 13**  
Temescal Canyon Road Widening Project - Dos Lagos Segment  
Riverside County, California

<b>XV. PUBLIC SERVICES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
III) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a (i, ii) **Less Than Significant with Mitigation Incorporated.** The project would not result in the need for new public services beyond what was anticipated in the General Plan. The project does not propose a new housing or commercial development requiring additional school facilities, police, and/or fire services. Road maintenance would continue along Temescal Canyon Road. By implementing the project, service and potential emergency response times may be improved by widening the road. The proposed road widening would not result in a population increase; the project accommodates existing and planned growth. The proposed project is consistent with the General Plan and land use designations for the project site.

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.

a (iii-v) **No Impact.** There are no schools, parks, or other public facilities within the project area. No mitigation measures would be required.

**Avoidance, Minimization, and/or Mitigation Measures**

None.

<b>XVI. RECREATION:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The proposed road widening would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Widening the road would also not provide a closer connection to any of the nearby parks.
- b) **No Impact.** Bicycle facilities do not currently exist along Temescal Canyon Road. The roadway width will be designed to allow for bicycle lanes in the future. The proposed project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities.

**Avoidance, Minimization, and/or Mitigation Measures**

None.

XVII. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, f) **Less Than Significant.**

**Affected Environment**

Temescal Canyon Road is classified as an “Arterial Highway”. Arterial highways are used primarily for through traffic to which access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately one-quarter mile intervals (General Plan 2015). The acceptable Level of Service (LOS) for arterial highways within Riverside County is LOS C, which is a maximum of 14,400 ADT; however LOS D is considered acceptable. Intersection Level of Service definitions are included in Table 21 below.

**Table 21. Intersection Level-of-Service Definitions**

	<b>Description</b>	<b>Signalized Intersection Delay (seconds per vehicle)</b>	<b>Unsignalized Intersection Delay (seconds per vehicle)</b>
<b>A</b>	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10
<b>B</b>	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20	>10 and ≤ 15
<b>C</b>	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35	>15 and ≤ 25
<b>D</b>	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and ≤ 55	>25 and ≤ 35
<b>E</b>	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80	>35 and ≤ 50
<b>F</b>	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>80.0 or V/C > 1	>50

Source: Iteris, Inc., Temescal Canyon Road Widening Draft Traffic Operations Analysis Report, 2016

A Traffic Operations Analysis was prepared by Iteris, Inc. on behalf of the County for the Temescal Canyon Road Widening project in December 2016. Traffic forecasts were prepared through the use of the Riverside County Traffic Analysis Model (RIVTAM). Opening and Future Year daily and peak hour volumes were obtained from the RIVTAM model for all roadway segments and intersections in the proposed project area. As a frontage road to I-15, Temescal Canyon Road may be utilized as a detour route during emergency or maintenance on the freeway. Operational improvements on Temescal Canyon Road will greatly improve traffic conditions and reduce delay in these freeway closure scenarios. Roadway segments and intersections directly to the north and south of the proposed project area were also analyzed within this section to evaluate traffic impacts as a result of the proposed project. The 2016 traffic study provides level-of-service AM and PM analysis for the following three intersections within and directly adjacent to the proposed project area:

1. Temescal Canyon Road/Leroy Road
2. Temescal Canyon Road/Foster Road

3. Temescal Canyon Road/Dos Lagos Drive
4. 1-15 Northbound Ramps/Weirick Road
5. 1-15 Southbound Ramps/Weirick Road

The following time frames were analyzed in this traffic analysis:

1. Existing Year 2016 Conditions
2. Forecast Opening Year 2018 No Build Conditions
3. Forecast Opening Year 2018 Build Conditions
4. Forecast Year 2045 No Build Conditions
5. Forecast Year 2045 Build Conditions

The results of the level-of-service intersection analysis are provided below in Table 22.

**Table 22. Insertion Level-of-Service Calculation Summary**

<b>AM Peak Hour</b>					
<b>Intersection</b>	<b>Existing Conditions (Year 2016)</b>	<b>Opening Year 2018 "No Project"</b>	<b>Opening Year 2018 "With Project"</b>	<b>Forecast Year 2045 "No Project"</b>	<b>Forecast Year 2045 "With Project"</b>
	<b>LOS – Delay</b>	<b>LOS – Delay</b>	<b>LOS – Delay</b>	<b>LOS – Delay</b>	<b>LOS – Delay</b>
<b>Temescal Canyon Road/Leroy Road</b>	A – 0.1	A – 0.1	A – 0.1	A – 0.1	A – 0.1
<b>Temescal Canyon Road/Foster Road</b>	A – 0.1	A – 0.1	A – 0.1	A – 0.0	A – 0.0
<b>Temescal Canyon Road/Dos Lagos Drive</b>	B – 11.9	B – 11.8	B – 11.8	B – 12.2	B – 12.5
<b>1-15 Northbound Ramps/Weirick Road</b>	C – 29.0	C – 30.2	C – 30.6	C – 21.4	B – 18.0
<b>1-15 Southbound Ramps/Weirick Road</b>	B – 18.1	B – 18.2	B – 18.1	C – 24.7	C – 20.2
<b>PM Peak Hour</b>					
<b>Intersection</b>	<b>Existing Conditions (Year 2016)</b>	<b>Opening Year 2018 "No Project"</b>	<b>Opening Year 2018 "With Project"</b>	<b>Forecast Year 2045 "No Project"</b>	<b>Forecast Year 2045 "With Project"</b>
	<b>LOS – Delay</b>	<b>LOS – Delay</b>	<b>LOS – Delay</b>	<b>LOS – Delay</b>	<b>LOS – Delay</b>
<b>Temescal Canyon Road/Leroy Road</b>	A – 0.1	A – 0.0	A – 0.0	A – 0.0	A – 0.0
<b>Temescal Canyon Road/Foster Road</b>	A – 0.1	A – 0.0	A – 0.0	A – 0.0	A – 0.0
<b>Temescal Canyon Road/Dos Lagos Drive</b>	B – 15.7	B – 16.5	B – 15.5	C – 24.4	C – 31.5
<b>1-15 Northbound Ramps/Weirick Road</b>	B – 18.2	B – 18.2	B – 17.9	B – 17.9	B – 16.8
<b>1-15 Southbound Ramps/Weirick Road</b>	B – 19.3	C – 21.1	B – 19.5	D – 41.0	C – 24.0

Source: Iteris, Inc., Temescal Canyon Road Widening Draft Traffic Operations Analysis Report, 2016

The 2016 traffic study also provided level-of-service AM and PM analysis for the following six roadway segments within and directly adjacent to the proposed project area:

1. Temescal Canyon Road between Leroy Road and Foster Road
2. Temescal Canyon Road between Foster Road and Dos Lagos Drive
3. Temescal Canyon Road between Dos Lagos Drive and Cabot Drive
4. Dos Lagos Drive between Temescal Canyon Road and I-15 Northbound Ramps
5. Dos Lagos Drive between I-15 Northbound Ramps and I-15 Southbound Ramps
6. Temescal Canyon Road between Dos Lagos Drive and Dawson Canyon Road

The results of the LOS roadway segment analysis for Forecast Year 2045 Build and No Build conditions are provided below in Table 23.

**Table 23. Roadway Level-of-Service Calculation Summary**

Roadway Segment Name	2045 No Build LOS	2045 Build LOS
Temescal Canyon Road between Leroy Road and Foster Road	D	A
Temescal Canyon Road between Foster Road and Dos Lagos Drive	D	A
Temescal Canyon Road between Dos Lagos Drive and Cabot Drive	B	B
Dos Lagos Drive between Temescal Canyon Road and I-15 Northbound Ramps	B	A
Dos Lagos Drive between I-15 Northbound Ramps and I-15 Southbound Ramps	B	A
Temescal Canyon Road between Dos Lagos Drive and Dawson Canyon Road	F	A

Source: Iteris, Inc., Temescal Canyon Road Widening Draft Traffic Operations Analysis Report, 2016

With the proposed widening of Temescal Canyon Road, all examined intersections and roadway segments of Temescal Canyon Road are expected to improve LOS under Opening Year Build conditions.

### **Environmental Consequences**

Under Build conditions, it is expected that the volumes will increase by approximately 500 vehicles per day (vpd) within the project area. The intersection and roadway throughout the Project area is expected to operate at satisfactory levels of service (LOS C or better) under Opening Year Build conditions. It is concluded that given the proposed widening from two to four lanes and the associated operational improvements, Temescal Canyon Road is generally expected to have improved traffic operating conditions in the project opening year as well as future horizon year of 2045 while carrying higher traffic volumes on a daily as well as peak hour basis.

The project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. This takes into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections,

streets, highways and freeways, pedestrians and bicycle paths, and mass transit. The Project services to implement the County's General Plan Circulation Element, which anticipated the development of Temescal Canyon Road and to be designed to maintain an acceptable level of service (LOS) beyond present time. As stated in the affected environment section, Temescal Canyon Road would be widened to provide two travel lanes in each direction to accommodate future growth and traffic needs which would be consistent with local and regional plans.

- c) **No Impact.** The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The nearest airport is the Riverside Municipal Airport, which is 9 miles north east.
- d) **No Impact.** Design features would comply with County standards, or as appropriate, would be approved as non-standard features. The project would not increase hazards due to design features or incompatible uses. The project would not substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- e) **Less Than Significant with Mitigation Incorporated.** 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. TRA-1 would be implemented to minimize any potential impacts to emergency service access.
- f) **No Impact.** There would be no conflicts with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, and performance or safety of such facilities. The road would be wide enough to accommodate bicycle lanes and pedestrian facilities.

#### **Avoidance, Minimization, and/or Mitigation Measures**

**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.



<b>XVIII. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant.** While wastewater in the form of run-off from the construction site may result, BMPs would be implemented in compliance with the NPDES General Construction permit to minimize impacts. Permanent BMPs would also be incorporated into the project as feasible, consistent with the County of Riverside Municipal Separate Storm Sewer System (MS4) permit. Exceedance of waste water treatment requirements would not result.

b) **No Impact.** The project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

- c) **Less Than Significant.** While the project would include new storm water drainage to accommodate runoff from the roadway, the impact would not be significant. Storm water drainage, such as swales, are anticipated along the roadway. The project will add a net impervious surface of 115,000 square feet to the area, and curb and gutter would direct runoff appropriately potential swales or basins as determined by drainage studies. The proposed project will include storm water drainage improvements to channel runoff more efficiently, reduce erosion, and convey runoff to a controlled location.
- d) **No Impact.** Existing water supplies are sufficient for the project. As a transportation facility, no increased long-term usage is needed.
- e) **No Impact.** Waste water treatment is not needed for this project. As a transportation facility, only storm water would be affected.
- f) **Less Than Significant.** As a transportation project, the project would not generate substantial solid waste during operation. During construction, solid waste may be generated from modification of currently paved portions, however, the amount is not expected to exceed landfill capacities.
- g) **No Impact.** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

**Avoidance, Minimization, and/or Mitigation Measures**

None.

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

a) **Less Than Significant with Mitigation Incorporated:** As discussed in Section IV Biological Resources, less than significant impacts are anticipated with inclusion of appropriate mitigation measures, BIO-1 to BIO-18. Inclusion of these measures would ensure that the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animals. Based on results of the Cultural Resources Inventory Report (2017) the project would not eliminate important examples of the major periods of California history or prehistory.

b) **Less Than Significant:** The proposed project would not have impacts that are individually limited, but cumulatively considerable. A discussion of key affected resource areas follow:

**Aesthetics:** Cumulatively considerable impacts would not result. The project would implement aesthetics to harmonize with the surroundings.

**Agriculture and Forest Resources:** Cumulatively considerable impacts would not result on agriculture and forest resources. There are no farmlands located within the project vicinity.

**Air Quality:** There would be no adverse cumulatively considerable impacts to air quality. The project satisfies the analysis for regional and project-level transportation conformity as shown in the RTP.

**Biological Resources:** Cumulatively considerable impacts would not result. The project will comply with the Western Riverside MSHCP as well as other state and local environmental regulations. As discussed in the Biological Resources Report for the project, the project includes avoidance, minimization, and mitigation measures to reduce impacts to the biological environment.

**Hazards and Hazardous Materials:** Cumulatively considerable impacts are not anticipated. As a transportation project, the project does not consist of increased hazardous materials-related land uses. As discussed in the Hazardous Waste section, proper handling for removal of yellow-striping is recommended during construction. No long-term impacts are anticipated.

**Hydrology and Water Quality:** Cumulatively considerable impacts to water quality would not result.

**Land Use and Planning and Population and Housing:** While the project brings a new roadway to a new area and potentially could influence growth, this would not be an unplanned affect. As discussed in the Land Use section of this document, the project does not conflict with the County General Plan land use element. The project would accommodate future planned land uses and cumulatively considerable effects on growth or land use would not result.

**Noise:** Cumulatively considerable impacts are not anticipated. Noise impacts as a result of construction would be temporary and intermittent.

**Transportation/Traffic:** Cumulatively considerable impacts are not anticipated. As discussed in the Traffic section of this document, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project services to implement the County's General Plan Circulation Element, which anticipated the development of Temescal Canyon Road and to be designed to maintain an acceptable level of service (LOS) beyond present time. Temescal Canyon Road would be widened to provide two travel lanes in each direction to accommodate future growth and traffic needs which would be consistent with local and regional plans.

- c) **Less Than Significant.** No substantial adverse effects on human beings, either directly or indirectly, are anticipated. Construction noise would be minimized through timing restrictions, and a traffic control plan would be implemented to manage traffic movements and allow for emergency detour routes.

#### **Avoidance, Minimization, and/or Mitigation Measures**

Please see individual sections for related measures.

# List of Preparers

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The following is a list of persons who participated in the Initial Study or prepared technical studies for this project.

## County of Riverside

Marcia Frances Rose, M.S., PMP, Environmental Project Manager, Transportation Department

## Dokken Engineering

Tim Chamberlain, Senior Environmental Planner. B.A. Political Science; 12 years environmental planning experience. Contribution: Environmental Lead.

Amy Stork, Environmental Planner. B.A. in Environmental Studies, Minor in Biology; 12 years environmental planning experience. Contribution: Environmental Document preparation.

Sarah Holm, Senior Environmental Planner. B.A., Biology and B.S., Environmental Science; 9 years environmental planning experience. Contribution: Environmental manager, biological resources.

Angela Scudiere, Environmental Planner/Biologist. B.S. in Plant Biology; 7 years biological experience. Contribution: Biological Technical Report.

Amy Dunay, Environmental Planner/Archaeologist. M.A. in Archaeology; 12 years of experience in cultural resources/environmental planning. Contribution: Cultural Resources

Zack Liptak, Associate Environmental Planner, B.S. in Environmental Science, 9 years of experience. Contribution: Noise Study Report.

## References

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- California Department of Conservation, Division of Mines and Geology. 2000. A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos.
- California Department of Fish and Wildlife (CDFG). 1988. A Guide to Wildlife Habitats of California. Available at: <[http://www.dfg.ca.gov/biogeodata/cwhr/wildlife\\_habitats.asp](http://www.dfg.ca.gov/biogeodata/cwhr/wildlife_habitats.asp)> (accessed 03/02/15).
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Zeiner, D.C., W.F.Laudenslayer, Jr., K.E. Mayer, and M. White, eds. 1988-1990 California's Wildlife. Vol. I-III. CDFG, Sacramento, California.

# Distribution List

Notice of Availability (unless IS hardcopies specified)

## Interested Parties/Organizations

Gabrieleno Band of Mission  
Indians - Kizh Nation  
Attn: Andrew Salas  
P.O. Box 393  
Covina, CA 91723

Pechanga Band of Luiseno  
Indians  
Attn: Ebru Ozdil  
P.O. Box 2183  
Temecula, CA 92593

Representative of the  
Luiseno  
Attn: William J Pink  
Distribution by Electronic Mail

Gabrieleno/Tongva San Gabriel  
Band of Mission Indians  
Attn: Anthony Morales  
P.O. Box 693  
San Gabriel, CA 91778

Soboba Band of Luiseno  
Indians  
Attn: Joseph Ontiveros,  
Cultural Resource  
Department  
P.O. Box 487  
San Jacinto, CA 92581

Tongva Ancestral Territorial  
Tribal Nation  
Attn: John Tommy Rosas  
Distribution by Electronic Mail

## Adjacent Property Owners

John Neely  
1125 Lowell Road  
Golden Valley, AZ 86413

Current Occupant  
21880 Temescal Canyon Rd.  
Corona, CA 92878

Current Occupant  
P O Box 1224  
Corona, CA 92878

Sportmans Bar Inc.  
21779 Temescal Canyon Rd.  
RD Corona, CA 92883

Current Occupant  
21778 Temescal Canyon Rd.  
Corona, CA 92878

Current Occupant  
6722 Horseshoe Rd.  
Corona, CA 92878

Nextstar Prop  
104 Maple St.  
Corona, CA 92878

Alenjandro Garcia  
21700 T Temescal Canyon  
Rd.  
Corona, CA 92887

Current Occupant  
21650 Temescal Canyon Rd.  
Corona, CA 92878

Harold Noell  
21655 Temescal Canyon Rd.  
Corona, CA 92878

Jorge Mendoza  
21705 Temescal Canyon Rd.  
Corona, CA 92887

Current Occupant  
21765 Temescal Canyon Rd.  
Corona, CA 92884

Joanne & J M Adger  
800 Laguna Dr.  
Fullerton, CA 92835

Karen & Steven Ferraro  
P O Box 77996  
Corona CA 92877

Current Occupant  
21653 Temescal Canyon Rd.  
Corona, CA 92887

Paul Vernon & Rita Creamer  
21657 Temescal Canyon Rd.  
Corona, CA 92878

Elizabeth Liston  
21541 Temescal Canyon Rd.  
Corona CA 92877

Current Occupant  
21501 Temescal Canyon Rd.  
Corona, CA 92887

## State Agencies

State Clearinghouse  
Office of Planning & Research  
1400 Tenth Street  
P.O. Box 3044  
Sacramento, CA 95812

California Department of Fish  
and Wildlife  
Inland Deserts Region  
3602 Inland Empire Blvd  
Suite C-220  
Ontario, CA 91764

Santa Ana Regional Water  
Quality Control Board  
3737 Main Street, Suite 500  
Riverside, CA 92501



**Federal Agencies**

US Fish & Wildlife Service  
Carlsbad Office  
2177 Salk Ave #250  
Carlsbad, CA 92008

**Local Agencies**

County of Riverside Sycamore  
Creek  
Fire Station 64  
25310 Elderberry Lane  
Corona, CA 92883  
Mayor Dick Haley  
Corona City Council  
400 S. Vicentia Avenue  
Corona, CA 92882

City of Corona Public Works  
400 S. Vicentia Avenue  
Corona, CA 92882

Corona Police Department  
730 Public Safety Way  
Corona, CA 92880

City of Corona Public Library  
650 Main Street,  
Corona, CA 92882  
(hardcopy)

Supervisor John Tavaglione  
County District Supervisor  
4080 Lemon Street – 5<sup>th</sup> Floor  
Riverside, CA 92501

Supervisor Kevin Jeffries  
First District Supervisor  
4080 Lemon Street  
Riverside, CA 92502-1527

Western Riverside County  
Regional Conservation  
Authority  
3403 Tenth Street #320  
Riverside, CA 92501  
(hardcopy)

**Utilities**

Santa Ana Watershed Project  
Authority  
David Ruhl  
11615 Sterling Avenue  
Riverside, CA 92503

Corona Water & Power  
Tom Koper  
755 Public Safety Way  
Corona, CA 92880

Time Warner Cable  
Steve Waters  
560 S. Promenade Avenue,  
Suite 102  
Corona, CA 92879

Southern California Edison  
Company  
2448 Prielipp Road  
Wildomar, CA 92595

Southern California Gas  
Company  
Planning Department  
P.O. Box 3003  
Redlands, CA 92373-0306

Elsinore Municipal Valley  
Water District  
P.O. Box 3000  
Temescal Valley, CA 92883

Temescal Valley Water District  
22646 Temescal Canyon Road  
Temescal Valley, CA 92883

Level 3  
1025 Eldorado Blvd-33A522  
Broomfield, CO 80021

Sunesys, LLC  
Western Regional Office  
226 N. Lincoln Avenue  
Corona, CA 92882

AT&T  
22311 Brookhurst Street,  
Suite 203  
Huntington Beach, CA 92646

Appendix A      Mitigation Monitoring and Reporting  
Plan

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**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE  
TEMESCAL ROAD WIDENING PROJECT – DOS LAGOS SEGMENT**

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<b>AESTHETICS</b>				
<b>AES-1:</b> Per Riverside County Transportation Department's standards regarding erosion control, exposed slopes will be revegetated.	After Construction	County of Riverside and Contractor		
<b>AES-2:</b> Lighting for the project will be shielded.	During and After Construction	County of Riverside and Contractor		
<b>AES-3:</b> The design and implementation of aesthetic elements shall be coordinated between the community and Riverside County Transportation Department and incorporated during final design.	Prior to Construction	County of Riverside		
<b>AIR QUALITY</b>				
<b>AQ-1:</b> 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.	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<b>AQ-2:</b> The contractor shall control dust by applying either water or dust palliative, or both.	During Construction	Contractor		
<b>AQ-3:</b> The construction contractor shall implement control measures to reduce emissions of NOX, ROG, and PM <sub>10</sub> . The contractor shall: <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Use electric equipment when feasible.</li> <li>• Properly maintain equipment according to manufacturers' specifications.</li> </ul>	During Construction	Contractor		
<b>AQ-4:</b> Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.	During Construction	Contractor		
<b>BIOLOGICAL RESOURCES</b> <b>BIO-1:</b> 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.	Prior to and During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p><b>BIO-2:</b> Contract specifications will include the following BMPs from the Western Riverside MSHCP, where applicable, to reduce erosion during construction:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements.</li> <li>• 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.</li> <li>• If stream flows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	Prior to and During Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<ul style="list-style-type: none"> <li>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.</li> <li>Exotic species documented in Section 3.1.2. above, predominately located along Temescal Canyon Road will be permanently removed from the site (within the project disturbance area) to the extent feasible.</li> <li>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.</li> <li>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.</li> </ul>				
<b>BIO-3:</b> 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.	Prior to Construction	County of Riverside		
<b>BIO-4:</b> 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.	Prior to and During Construction	County of Riverside and Contractor		
<b>BIO-5:</b> 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.	During Construction	Contractor		
<b>BIO-6:</b> 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.	After Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<b>BIO-7:</b> Where feasible, impacts to native oak trees ( <i>Quercus</i> sp.) would be replaced at a 1:1 ratio at an off-site County approved location.	Prior to Construction	County of Riverside and Contractor		
<b>BIO-8:</b> 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.	Prior to Construction	County of Riverside		
<b>BIO-9:</b> If possible, tree removal should occur between September 2 <sup>nd</sup> and January 31 <sup>st</sup> . outside the breeding season for all bird species (February 1 <sup>st</sup> -September 1 <sup>st</sup> ).	Prior to and During Construction	County of Riverside and Contractor		
<b>BIO-10:</b> If tree removal is to take place during the nesting season (February 1 <sup>st</sup> -September 1 <sup>st</sup> ), 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.	Prior to Construction	County of Riverside		
<b>BIO-11:</b> 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	Prior to Construction	County of Riverside		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>site, a Burrowing Owl Protection and Relocation Plan will be prepared for review and approval by the wildlife agencies and the RCA.</p>				
<p><b>BIO-12:</b> If an active burrowing owl burrow is observed during pre-construction surveys the following will be implemented:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• No fumigation, use of treated bait or other poisoning nuisance animals in the area where burrowing owls are known to occur;</li> <li>• Ground disturbance near observed burrow location will be conducted during the nonbreeding season of September 1 – February 28 with a 50m (165 ft) setback;</li> <li>• CDFW will be promptly informed for further guidance.</li> </ul>	After Construction	Contractor		
<p><b>BIO-13:</b> All staging areas, borrow sites, and other areas of temporary disturbance will be returned to preconstruction conditions.</p>	Prior to Construction	County of Riverside		
<p><b>BIO-14:</b> 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 1<sup>st</sup> and March 31<sup>st</sup> outside of the maternity season (April 1<sup>st</sup> –August 31<sup>st</sup>). 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.</p>	During Construction	Contractor		
<p><b>BIO-15:</b> 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.</p>	During Construction	Contractor		
<p><b>BIO-16:</b> The contractor must not apply rodenticide or herbicide within the project area during construction.</p>	Prior to Construction	County of Riverside		



Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<b>BIO-17:</b> 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.				
<b>CULTURAL RESOURCES</b>				
<b>CR-1:</b> 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.	Prior to Construction	County of Riverside		
<b>CR-2:</b> 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.	During Construction	Contractor and County of Riverside		
<b>CR-3:</b> 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,	Prior to Construction	County of Riverside		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>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.</p>				
<p><b>CR-4:</b> 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.</p>	During Construction	Contractor and County of Riverside		
<p><b>TRIBAL CULTURAL RESOURCES</b></p> <p><b>TCR-1:</b> 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 mitigated according to the Riverside County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the</p>	Prior to Construction	County of Riverside		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Riverside County General Plan (TCAP 17.1)				
<b>TCR-2:</b> 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.	Prior to Construction	County of Riverside		
<b>TCR-3:</b> 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 cataloging 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	During Construction	Contractor and County of Riverside		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>c) If more than one Native American Group is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.</p> <p>d) 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.</p>				
<p><b>GREENHOUSE GAS EMISSIONS</b></p> <p><b>CC-1:</b> 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:</p> <ul style="list-style-type: none"> <li>• AQ 4.6. Require stationary air pollution sources to comply with applicable air district rules and control measures.</li> <li>• 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.</li> </ul>	During Construction	Contractor		
<p><b>HAZARDS AND HAZARDOUS WASTE</b></p> <p><b>HAZ-1:</b> 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</p>	During Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>Provision 14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE.</p>				
<p><b>HAZ-2:</b> 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.</p>	During Construction	County of Riverside and Contractor		
<p><b>HYDROLOGY AND WATER QUALITY</b></p> <p><b>WQ-1:</b> 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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Install and maintain trash racks in new and existing catch basins;</li> <li>• Provide stencil painting and sign on catch basin inlets ("Only Rain Down the Storm Drain");</li> <li>• 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</li> <li>• Road surfaces adjoining the curb &amp; gutter shall be swept regularly to minimize sedimentation buildup in the stormdrain system and to reduce discharge of sediment into adjacent water features.</li> </ul>	Prior to Construction	County of Riverside		
<p><b>WQ-2:</b> 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</p>	Prior to and During Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>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.</p>				
<p><b>NOISE</b></p> <p><b>NOI-1:</b> 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.</p>	During Construction	Contractor		
<p><b>NOI-2:</b> The Contractor shall follow County of Riverside noise ordinances for construction activities:</p> <ul style="list-style-type: none"> <li>• Use an alternative waiting method instead of a sound signal unless required by safety laws.</li> <li>• Equip an internal combustion engine with the manufacturer-recommended muffler.</li> <li>• Do not operate an internal combustion engine on the job site without the appropriate muffler.</li> </ul>	During Construction	Contractor		
<p><b>TRANSPORTATION/TRAFFIC</b></p> <p><b>TRA-1:</b> Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic control plan.</p>	Prior to and During Construction	County of Riverside and Contractor		

Appendix B

RTP, Air Quality Road Construction  
Emissions Model, and CT-EMFAC  
Output

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TABLE 2 Financially-Constrained RTP/SCS Projects - Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost (\$1,000's)
<b>County: Riverside</b>									
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT161	0	HORSETHIEF CANYON RD	TEMESCAL CANYON RD	I-15	WIDEN FROM 2 TO 4 LANES	2030	\$5,932
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT165	0				IN WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARKET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTHWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION) BRIDGE. BRIDGE NO. 56C0024	2020	\$40,900
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT168	0	MCCALL BLVD	MENIFEE RD	SR-79 (WINCHESTER)	CONSTRUCT 2 LANE ARTERIAL INCL. GRADE SEPARATION OVER BNSF RR (GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN HERE)	2035	\$116,629
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT169	0	MCCALL BLVD	SR-79 (WINCHESTER RD)	WARREN RD	CONSTRUCT 2 LANE ARTERIAL INCL. GRADE SEPARATION OVER BNSF RR - GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN IN THE ARTERIAL SECTION.	2035	\$43,699
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT179	0	NUEVO RD	DUNLAP DR	MENIFEE RD	WIDEN FROM 2 TO 4 LANES	2030	\$13,824
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT184	0	RECHE CANYON RD	SAN BERNARDINO CO LINE	RECHE VISTA DR	WIDEN FROM 2 TO 4 LANES	2030	\$28,003
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT197	0	TEMESCAL CANYON RD	EL CERRITO RD.	INDIAN TRUCK TRAIL	WIDEN FROM 2 TO 4 LANES	2030	\$36,416
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT198B	0	TEMESCAL CANYON RD	INDIAN TRUCK TRAIL	NEW TEMESCAL WASH, 0.22 MI. W/O LAKE ST.	WIDEN FROM 2 TO 4 LANES	2035	\$30,002
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT202	0	WASHINGTON ST	HERMOSA DR	HARLEY JOHN RD	WIDEN FROM 2 TO 4 LANES	2030	\$19,460
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A04WT203	0	WOOD RD	KRAMERIA AVE	CAJALCO RD	WIDEN FROM 2 TO 4 LANES	2030	\$14,137
LOCAL HIGHWAY	RIVERSIDE COUNTY	3A07007	0	VAN BUREN BLVD	ORANGE TERRACE PKWY	OPPORTUNITY WAY	WIDEN FROM 4 TO 6 LANES	2025	\$3,983



Road Construction Emissions Model, Version 8.1.0

**Daily Emission Estimates for -> Temescal Dos Lagos**

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.33	10.36	15.29	10.67	10.67	0.67	10.00	2.68	0.60	2.08	0.02	2,212.68	0.59	0.02	2,234.48
Grading/Excavation	7.70	57.50	84.33	14.21	14.21	4.21	10.00	5.91	3.83	2.08	0.10	9,960.31	2.85	0.10	10,059.98
Drainage/Utilities/Sub-Grade	4.58	35.15	44.24	12.51	12.51	2.51	10.00	4.42	2.34	2.08	0.06	5,764.98	1.22	0.06	5,811.94
Paving	2.02	18.00	19.79	1.28	1.28	1.28	0.00	1.15	1.15	0.00	0.03	2,888.61	0.75	0.03	2,916.58
Maximum (pounds/day)	7.70	57.50	84.33	14.21	14.21	4.21	10.00	5.91	3.83	2.08	0.10	9,960.31	2.85	0.10	10,059.98
Total (tons/construction project)	0.35	2.65	3.68	0.75	0.75	0.19	0.56	0.29	0.18	0.12	0.00	453.17	0.12	0.00	457.48

**Total Emission Estimates by Phase for -> Temescal Dos Lagos**

Project Phases (Tons for all except CO2e, Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	PM10 (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.07	0.10	0.07	0.07	0.00	0.07	0.02	0.00	0.01	0.00	14.80	0.00	0.00	13.38
Grading/Excavation	0.23	1.71	2.50	0.42	0.42	0.12	0.30	0.18	0.11	0.06	0.00	295.82	0.08	0.00	271.05
Drainage/Utilities/Sub-Grade	0.09	0.70	0.88	0.25	0.25	0.05	0.20	0.09	0.02	0.04	0.00	114.15	0.02	0.00	104.40
Paving	0.02	0.18	0.20	0.01	0.01	0.01	0.00	0.01	0.01	0.00	0.00	28.60	0.01	0.00	26.19
Maximum (tons/phase)	0.23	1.71	2.50	0.42	0.42	0.12	0.30	0.18	0.11	0.06	0.00	295.82	0.08	0.00	271.05
Total (tons/construction project)	0.35	2.65	3.68	0.75	0.75	0.19	0.56	0.29	0.18	0.12	0.00	453.17	0.12	0.00	457.48

**Total Emission Estimates by Phase for -> Temescal Dos Lagos**

Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	6700	0	0	0	200	40
Grading/Excavation	10,000	0	0	0	800	40
Drainage/Utilities/Sub-Grade	3,250	0	0	0	560	40
Paving	1,800	13,000	0	0	400	40

Daily VMT (miles/day)

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.  
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.  
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Notes:  
 Project Start Year -> 2018  
 Project Length (months) -> 6  
 Total Project Area (acres) -> 20  
 Maximum Area Disturbed/Day (acres) -> 1  
 Water Truck Used? -> Yes

Total Material Imported/Exported Volume (yd<sup>3</sup>/day)

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.  
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.  
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

File Name: Riverside (SC) - 2016 - Annual.EC  
 CT-EMFAC Version: 6.0.0.29548  
 Run Date: 7/13/2017 10:47:43 AM  
 Area: Riverside (SC)  
 Analysis Year: 2016  
 Season: Annual

```

=====
Vehicle Category      VMT Fraction      Diesel VMT Fraction
                        Across Category  Within Category
Truck 1                0.007             0.541
Truck 2                0.013             0.979
Non-Truck              0.980             0.009
=====
  
```

```

=====
Road Length:          0.6 miles
Volume:              334 vehicles per hour
Number of Hours:     24 hours
Avg. Idling Time:    0.3 minutes per vehicle
Tot. Idling Time:    40.08 hours
=====
  
```

```

=====
VMT Distribution by Speed (mph):
5          0.00%
10         0.00%
15         0.00%
20         0.00%
25         0.00%
30         0.00%
35         0.00%
40         10.00%
45         90.00%
50         0.00%
55         0.00%
60         0.00%
65         0.00%
70         0.00%
75         0.00%
=====
  
```

Summary of Project Emissions

```

=====
Pollutant Name      Running Exhaust  Idling Exhaust  Running Loss  Tire Wear  Brake Wear  Total  Total
                   (grams)          (grams)          (grams)       (grams)    (grams)    (grams) (US tons)
HC                  213.6           35.3            221.7         -          -          470.6  <0.001
=====
  
```

	Riverside (SC) - 2016 - Emissions.EC.txt						
ROG	177.0	28.1	237.1	-	-	442.2	<0.001
TOG	234.4	38.6	237.1	-	-	510.1	<0.001
CO	5,808.7	294.7	-	-	-	6,103.4	0.007
NOX	1,122.8	64.2	-	-	-	1,187.0	0.001
CO2	1,580,404.4	121,584.5	-	-	-	1,701,988.9	1.876
CH4	49.0	9.1	-	-	-	58.0	<0.001
PM10	12.6	1.4	-	39.9	187.6	241.4	<0.001
PM2.5	11.8	1.3	-	10.0	80.4	103.5	<0.001
Benzene	6.0	1.0	2.4	-	-	9.4	<0.001
Acrolein	0.3	<0.1	-	-	-	0.4	<0.001
Acetaldehyde	2.4	0.4	-	-	-	2.8	<0.001
Formaldehyde	7.0	1.1	-	-	-	8.0	<0.001
Butadiene	1.3	0.2	0.0	-	-	1.5	<0.001
Naphthalene	0.2	<0.1	0.3	-	-	0.5	<0.001
POM	0.2	<0.1	-	-	-	0.3	<0.001
Diesel PM	6.4	0.3	-	-	-	6.7	<0.001
DEOG	19.0	2.8	-	-	-	21.8	<0.001

=====  
 END  
 =====

File Name: Riverside (SC) - 2019 - Annual.EC  
 CT-EMFAC Version: 6.0.0.29548  
 Run Date: 7/13/2017 10:50:25 AM  
 Area: Riverside (SC)  
 Analysis Year: 2019  
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.006	0.567
Truck 2	0.014	0.980
Non-Truck	0.980	0.010

Road Length: 0.6 miles  
 Volume: 354 vehicles per hour  
 Number of Hours: 24 hours  
 Avg. Idling Time: 0.34 minutes per vehicle  
 Tot. Idling Time: 48.14 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	10.00%
45	90.00%
50	0.00%
55	0.00%
60	0.00%
65	0.00%
70	0.00%
75	0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	156.3	31.0	187.3	-	-	374.6	<0.001

			Riverside (SC) - 2019 - No Build Emissions.EC.txt					
ROG	126.6	24.4	200.3	-	-	351.3	<0.001	
TOG	171.7	34.0	200.3	-	-	406.0	<0.001	
CO	4,475.1	253.1	-	-	-	4,728.3	0.005	
NOX	848.4	61.0	-	-	-	909.3	0.001	
CO2	1,532,644.9	132,898.1	-	-	-	1,665,542.9	1.836	
CH4	38.7	8.3	-	-	-	47.1	<0.001	
PM10	10.5	1.6	-	42.4	198.4	252.9	<0.001	
PM2.5	9.8	1.5	-	10.6	85.0	107.0	<0.001	
Benzene	4.2	0.8	2.0	-	-	7.0	<0.001	
Acrolein	0.2	<0.1	-	-	-	0.2	<0.001	
Acetaldehyde	1.7	0.3	-	-	-	2.1	<0.001	
Formaldehyde	5.0	0.9	-	-	-	5.9	<0.001	
Butadiene	0.9	0.2	0.0	-	-	1.1	<0.001	
Naphthalene	0.1	<0.1	0.3	-	-	0.4	<0.001	
POM	0.2	<0.1	-	-	-	0.2	<0.001	
Diesel PM	3.9	0.3	-	-	-	4.2	<0.001	
DEOG	14.8	2.8	-	-	-	17.6	<0.001	

-----END-----

File Name: Riverside (SC) - 2019 - Annual.EC  
 CT-EMFAC Version: 6.0.0.29548  
 Run Date: 7/13/2017 10:51:06 AM  
 Area: Riverside (SC)  
 Analysis Year: 2019  
 Season: Annual

Vehicle Category	VMT Fraction		Diesel VMT Fraction	
	Across Category	Within Category		
Truck 1	0.006		0.567	
Truck 2	0.014		0.980	
Non-Truck	0.980		0.010	

Road Length: 0.6 miles  
 Volume: 369 vehicles per hour  
 Number of Hours: 24 hours  
 Avg. Idling Time: 0.3 minutes per vehicle  
 Tot. Idling Time: 44.28 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	10.00%
45	90.00%
50	0.00%
55	0.00%
60	0.00%
65	0.00%
70	0.00%
75	0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	162.9	28.5	195.2	-	-	386.7	<0.001

	Riverside (SC) - 2019 - Build Emissions.EC.txt						
ROG	132.0	22.4	208.7	-	-	363.1	<0.001
TOG	179.0	31.3	208.7	-	-	419.0	<0.001
CO	4,664.8	232.8	-	-	-	4,897.6	0.005
NOX	884.3	56.1	-	-	-	940.4	0.001
CO2	1,597,587.4	122,231.8	-	-	-	1,719,819.2	1.896
CH4	40.4	7.7	-	-	-	48.0	<0.001
PM10	11.0	1.5	-	-	44.2	263.5	<0.001
PM2.5	10.3	1.4	-	-	11.0	111.3	<0.001
Benzene	4.4	0.8	2.1	-	-	7.2	<0.001
Acrolein	0.2	<0.1	-	-	-	0.3	<0.001
Acetaldehyde	1.8	0.3	-	-	-	2.1	<0.001
Formaldehyde	5.2	0.9	-	-	-	6.0	<0.001
Butadiene	1.0	0.2	0.0	-	-	1.1	<0.001
Naphthalene	0.1	<0.1	0.3	-	-	0.4	<0.001
POM	0.2	<0.1	-	-	-	0.2	<0.001
Diesel PM	4.1	0.2	-	-	-	4.3	<0.001
DEOG	15.5	2.6	-	-	-	18.0	<0.001

=====  
 END  
 =====

Riverside (SC) - 2045 - No Build Emissions.EC.txt

File Name: Riverside (SC) - 2045 - Annual.EC  
 CT-EMFAC Version: 6.0.0.29548  
 Run Date: 7/13/2017 10:52:27 AM  
 Area: Riverside (SC)  
 Analysis Year: 2045  
 Season: Annual

```

=====
Vehicle Category      VMT Fraction  Diesel VMT Fraction
                        Across Category  Within Category
Truck 1                0.003          0.675
Truck 2                0.017          0.981
Non-Truck              0.980          0.012
=====
  
```

```

=====
Road Length:      0.6 miles
Volume:           460 vehicles per hour
Number of Hours:  24 hours
Avg. Idling Time: 0.42 minutes per vehicle
Tot. Idling Time: 77.28 hours
=====
  
```

```

VMT Distribution by Speed (mph):
5      0.00%
10     0.00%
15     0.00%
20     0.00%
25     0.00%
30     0.00%
35     0.00%
40     10.00%
45     90.00%
50     0.00%
55     0.00%
60     0.00%
65     0.00%
70     0.00%
75     0.00%
=====
  
```

Summary of Project Emissions

```

=====
Pollutant Name      Running Exhaust  Idling Exhaust  Running Loss  Tire Wear  Brake Wear  Total  Total
                   (grams)          (grams)          (grams)       (grams)    (grams)    (grams) (US tons)
HC                  78.9            19.5            94.2          -          -          192.6  <0.001
=====
  
```



			Riverside (SC) - 2045 - No Build Emissions.FC.txt					
ROG	65.0	15.7	100.7	-	-	181.4	<0.001	
TOG	86.6	21.4	100.7	-	-	208.7	<0.001	
CO	2,093.9	149.7	-	-	-	2,243.6	0.002	
NOx	213.3	36.1	-	-	-	249.4	<0.001	
CO2	1,219,806.5	126,073.9	-	-	-	1,345,880.4	1.484	
CH4	18.5	4.9	-	-	-	23.4	<0.001	
PM10	3.7	0.9	-	-	55.5	315.3	<0.001	
PM2.5	3.5	0.8	-	13.9	109.3	127.5	<0.001	
Benzene	2.2	0.5	1.0	-	-	3.7	<0.001	
Acrolein	0.1	<0.1	-	-	-	0.1	<0.001	
Acetaldehyde	1.0	0.3	-	-	-	1.3	<0.001	
Formaldehyde	2.8	0.7	-	-	-	3.5	<0.001	
Butadiene	0.5	0.1	0.0	-	-	0.6	<0.001	
Naphthalene	<0.1	<0.1	0.1	-	-	0.2	<0.001	
POM	<0.1	<0.1	-	-	-	<0.1	<0.001	
Diesel PM	0.7	<0.1	-	-	-	0.8	<0.001	
DEOG	9.2	2.4	-	-	-	11.6	<0.001	

=====  
 END  
 =====

File Name: Riverside (SC) - 2045 - Annual.EC  
 CT-EMFAC Version: 6.0.0.29548  
 Run Date: 7/13/2017 10:57:38 AM  
 Area: Riverside (SC)  
 Analysis Year: 2045  
 Season: Annual

Vehicle Category VMT Fraction Diesel VMT Fraction  
 Across Category Within Category  
 Truck 1 0.003 0.675  
 Truck 2 0.017 0.981  
 Non-Truck 0.980 0.012

Road Length: 0.6 miles  
 Volume: 555 vehicles per hour  
 Number of Hours: 24 hours  
 Avg. Idling Time: 0.7 minutes per vehicle  
 Tot. Idling Time: 155.40 hours

VMT Distribution by Speed (mph):  
 5 0.00%  
 10 0.00%  
 15 0.00%  
 20 0.00%  
 25 0.00%  
 30 0.00%  
 35 0.00%  
 40 10.00%  
 45 90.00%  
 50 0.00%  
 55 0.00%  
 60 0.00%  
 65 0.00%  
 70 0.00%  
 75 0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	95.2	39.1	113.7	-	-	248.0	<0.001

	Riverside (SC) - 2045 - Build Emissions.EC.txt						
ROG	78.4	31.6	121.5	-	-	231.5	<0.001
TOG	104.5	43.0	121.5	-	-	269.0	<0.001
CO	2,526.3	301.1	-	-	-	2,827.4	0.003
NOX	257.4	72.6	-	-	-	330.0	<0.001
CO2	1,471,723.0	253,518.2	-	-	-	1,725,241.2	1.902
CH4	22.4	9.8	-	-	-	32.1	<0.001
PM10	4.5	1.8	-	67.0	307.8	381.1	<0.001
PM2.5	4.2	1.6	-	16.8	131.9	154.5	<0.001
Benzene	2.6	1.1	1.2	-	-	4.9	<0.001
Acrolein	0.1	0.1	-	-	-	0.2	<0.001
Acetaldehyde	1.3	0.5	-	-	-	1.8	<0.001
Formaldehyde	3.4	1.4	-	-	-	4.8	<0.001
Butadiene	0.6	0.2	0.0	-	-	0.8	<0.001
Naphthalene	<0.1	<0.1	0.2	-	-	0.3	<0.001
POM	<0.1	<0.1	-	-	-	0.1	<0.001
Diesel PM	0.8	0.2	-	-	-	1.0	<0.001
DEOG	11.0	4.8	-	-	-	15.9	<0.001

=====  
 END  
 =====

Appendix C

CNDDDB, USFWS, CNPS, and  
CDFW Special Status Species  
Table

---

CNDDDB, USFWS, CNPS, and CDFW Special Status Species Table

Common Name	Species Name	Status	General Habitat Description	Habitat Project	Potential for Occurrences and Rationale
<b>Amphibian Species</b>					
Arroyo toad	Anaxyrus californicus	Fed: E State: -- CDFW: SSC	Inhabits semi-arid regions near washes or intermittent streams of valley foothill, desert riparian, desert wash or similar communities. Requires sandy, low gradient, open wash habitat with slow moving or pooling water and associated woody riparian vegetation for breeding. Adults active from March to July.	HP	Low/Moderate Potential: The BSA contains sandy soils adjacent to the Temescal Canyon Wash with disturbed riparian vegetation. However, the BSA lacks pooling water for breeding required by the species. The nearest documented occurrence is 5 miles west within the Santa Ana Mountains west of the crest of the range.
western spadefoot	Spea hammondi	Fed: -- State: -- CDFW: SSC	A Western Riverside MSHCP covered species that inhabits burrows within grassland and valley foothill hardwood woodland communities. Requires vernal, shallow, temporary pools formed by heavy winter rains for reproduction and sandy, friable soils to construct burrows. Breeds late winter-March.	HP	Low/Moderate Potential: The BSA contains moderately compacted sandy soils adjacent to the Temescal Canyon Wash. The nearest documented occurrence is approximately 0.50 miles north of the project along the Temescal Canyon Wash at Olsen Canyon.
<b>Invertebrate Species</b>					
Quino cherspot butterfly	Euphydryas editha quino	Fed: E State: -- CDFW: --	Species occurs in open, sparsely vegetation habitat with larval host plants including dwarf plantain ( <i>Plantago erecta</i> ), purple owl's clover ( <i>Castilleja exserta</i> ), southern Chinese house ( <i>Collinsia concolor</i> ), bird's beak ( <i>Cordylanthus rigidus</i> ), and other plantain species within chaparral, native grasslands and vernal pools.	A	Presumed Absent: The BSA lacks native grassland and vernal pool habitats required by the species. Additionally, during the biological surveys, no larval host plants were observed.
<b>Bird Species</b>					
bald eagle	Haliaeetus leucocephalus	Fed: D State: E CDFW: FP	Species occurs near ocean shores, lakes, rivers, rangelands and coastal wetlands for nesting and wintering; nesting occurs within 1 mile of a water source with abundant fish near mountain forests and woodlands. Prefers ponderosa pines for nesting.	A	Presumed Absent: The BSA lacks a permanent water source with abundant fish with nesting habitat. The nearest documented occurrence is approximately 3.2 miles northeast along Lake Mathews.

CNDDDB, USFWS, CNPS, and CDFW Special Status Species Table

Common Name	Species Name	Status	General Habitat Description	Habitat Present	Potential for Occurrence and Rationals
burrowing owl	<i>Athene cunicularia</i>	Fed: -- State: -- CDFW: SSC	A Western Riverside MSHCP covered species that inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Requires friable soils for burrow construction (Below 5,300 feet).	HP	Low/Moderate Potential: The BSA contains a small population of burrowing mammals and open disturbed areas with sparse vegetation commonly associated with the species. The nearest documented occurrence of the species is approximately 7 miles north of the project.
coastal California gnatcatcher	<i>Poliophtila californica californica</i>	Fed: T State: -- CDFW: SSC	A Western Riverside MSHCP covered species that inhabits arid washes, mesas, and slopes of coastal hills dominated by dense, low-growing, drought-deciduous shrubs and subshrubs of coastal sage scrub. May also use chaparral, grassland, and riparian communities when adjacent or intermixed with sage scrub vegetation. Breeds February-August (0- 2,500 feet).	HP	High Potential: The BSA contains the Temescal Canyon Wash with associated fragmented coastal sage scrub habitat commonly associated with the species. The nearest documented occurrence is approximately 0.85 miles northeast within Olsen Canyon.
least Bell's vireo	<i>Vireo bellii pusillus</i>	Fed: E State: E CDFW: --	A Western Riverside MSHCP covered species that is a summer resident of southern California inhabiting low riparian habitats in the vicinity of water and dry river bottoms. Prefers willows, baccharis, mesquite and other low, dense vegetation as nesting sites (below 2000 feet).	HP	High Potential: The BSA contains low riparian habitats adjacent to the Temescal Canyon Wash with dense nesting vegetation commonly associated with the species. The occurrence onsite was documented in 2012 and the species is known to occur within riverine riparian scrub habitat along the Temescal Canyon Wash.

CNDDDB, USFWS, CNPS, and CDFW Special Status Species Table

Common Name	Species Name	Status	General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
southwestern willow flycatcher	Empidonax traillii extimus	Fed: E State: E CDFW: --	Breeds in riparian habitats characterized by dense vegetation in proximity to open water or saturated soil. Species is associated with dense willow-covered islands and riparian habitats at elevations up to 8,000 feet. Breeds in April-August	A	Presumed Absent: The BSA contains riparian habitat in proximity to the Temescal Canyon Wash; however, the riparian habitat is disturbed and the wash lacks permanent water for most of the year. The nearest documented occurrence of the species is approximately 10 miles north along the Santa Ana River in a dense riparian corridor.
Swainson's hawk	Buteo swainsoni	Fed: -- State: T CDFW: --	Inhabits grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, alfalfa or grain fields that support a stable rodent prey base. Breeds March to late August.	A	Presumed Absent: The BSA lacks grassland habitat and adjacent foraging areas with stable rodent prey base. The nearest occurrence of the species is approximately 10 miles to the north along the Santa Ana river with dense riparian habitat and possibly extirpated.
tricolored blackbird	Agelaius tricolor	Fed: -- State: -- CDFW: SSC	Inhabits freshwater marsh, swamp and wetland communities, but may utilize agricultural or upland habitats that can support large colonies, often in the Central Valley area. Requires dense nesting habitat that is protected from predators, is within 3-5 miles from a suitable foraging area containing insect prey and is within 0.3 miles of open water. Suitable foraging includes wetland, pastureland, rangeland, at dairy farms, and some irrigated croplands (silage, alfalfa, etc.). Nests mid-march - early August	A	Presumed Absent: The BSA lacks freshwater marsh, swamp, and wetland communities to support large colonies for nesting and foraging. The nearest occurrence of the species is approximately 10 miles to the north and is currently developed.

CNDDDB, USFWS, CNPS, and CDFW Special Status Species Table

western yellow-billed cuckoo	Coccyzus americanus occidentalis	Fed: T State: E CDFW: --	Species inhabits riparian forests, along broad, lower flood bottoms of larger river systems. Nests in large blocks of riparian jungles often mixed with cottonwoods. Nesting appears to be preferred in riparian forest habitats with a dense understory; requires water near nesting site. Breeds June-August.	A	Presumed Absent: The BSA lacks large acreage of dense riparian habitat and large river system with permanent water source required by the species. The nearest occurrence of the species is possibly extirpated approximately 10 miles to the north along the Santa Ana River with riparian habitat.
yellow warbler	Setophaga petechia	Fed: -- State: -- CDFW: SSC	Breeds in several southern California mountain ranges and throughout most of San Diego County. Species prefers to nest in areas with willow trees and shrubby thickets typical of low, open-canopy riparian woodland. Species has been known to breed in riparian woodlands from coastal and desert lowlands and montane shrubbery in open conifer forests. Occurs up to 8,000 feet in the Sierra Nevada. Breeds April-August.	A	Presumed Absent: The BSA contains disturbed riparian habitat; however the BSA lacks dense thickets of willows with open-canopy woodlands. The nearest occurrence of the species is approximately 10 miles north of the project site along the Santa Ana River and the species is documented as extirpated from the area.
Common Name	Species Name	Status	General Habitat Description	Riparian Potential	Potential for Occurrence and Rationale
yellow-breasted chat	Icteria virens	Fed: -- State: -- CDFW: SSC	An uncommon summer resident of coastal California and in foothills of the Sierra Nevada arriving in April and departing by late September. Requires low dense riparian forest, scrub, or woodland with thickets of willow, blackberry, wild grape and other brushy tangles near watercourses for nesting and foraging. Breeds from May-August (0-6,500 feet).	HP	Low/Moderate Potential: The BSA contains disturbed riparian habitat; however, the BSA lacks dense thickets of willow, blackberry, and wild grape communities commonly associated with the species. The nearest occurrence of the species is approximately 1.5 miles south of the project site along the Temescal Canyon Wash in dense riparian forest.
Fish Species					



Native American Consultation Log  
 Temescal Canyon Road Widening Project - Dos Lagos Segment  
 Riverside County, California

Affiliation	Name	Contact Date	Contact Type	Response
Torres-Martinez Desert Cahuilla Indians	Michael Mirelez, Cultural Resources Coordinator	1/4/2016	Letter	A Section 106/AB 52 consultation letter was sent.
		2/10/2016	Phone	2:15pm - Mr. Mirelez stated that the project is outside of the traditional use area for the Tribe. He said the Tribe would defer to the Soboba or Pechanga Tribes.
	Mary Resvaloso, Chairperson	1/4/2016	Letter	A Section 106/AB 52 consultation letter was sent. In a conversation with Michael Mirelez, Cultural Resources Coordinator for the tribe, he stated the project is outside the traditional use area for the Tribe, and that they defer to the Soboba or Pechanga Tribes.

Appendix E      FEMA Firmette Map

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MAP SCALE 1" = 1000'



# NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1370G

## FIRM

FLOOD INSURANCE RATE MAP

RIVERSIDE COUNTY,  
CALIFORNIA  
AND INCORPORATED AREAS

PANEL 1370 OF 3805

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY  
CORONA, CITY OF  
RIVERSIDE COUNTY

NUMBER PANEL SUFFIX  
060250 1370 G  
060245 1370 G

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

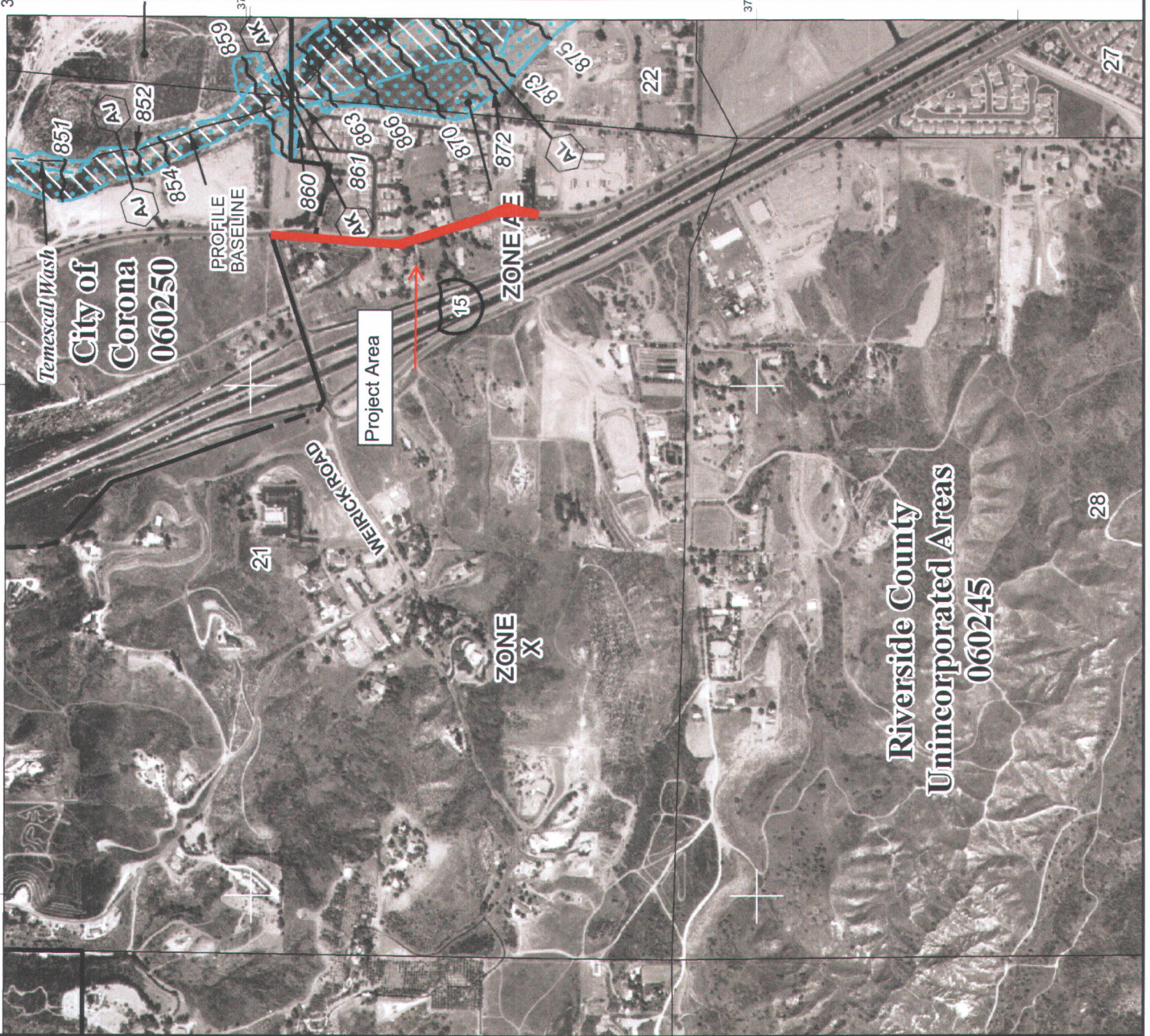


MAP NUMBER  
06065C1370G

EFFECTIVE DATE  
AUGUST 28, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



## Appendix F      Acronyms

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AB	Assembly Bill
APE	Area of Potential Effects
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CERFA	Community Environmental Response Facilitation Act (CERFA) of 1992
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CRHR	California Register of Historic Resources
dBA	Decibel A-weighted
EIR	Environmental Impact Report
E.O.	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
GHG	greenhouse gases
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
JPR	Joint Project Review
L <sub>dn</sub>	day-night average sound level
Leq	equivalent continuous sound level
L <sub>b</sub>	pound
L <sub>max</sub>	maximum sound level

LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
Mph	miles per hour
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	ozone
Pb	lead
PFC	Perfluorocarbons
PM	particulate matter
ppb	parts per billion
ppm	parts per million
ROG	Reactive organic compounds
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Office
SO <sub>2</sub>	sulfur dioxide
SPCCP	Spill Prevention, Control, and Countermeasure Program
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SCAB	South Coast Air Basin
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

## Appendix G      Response to Public Comments

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This appendix includes public comments received on the Draft Initial Study with Proposed Mitigated Negative Declaration for the Temescal Canyon Road Widening – Dos Lagos Segment circulated in September 2017. Upon receipt of the comments, the County provided the responses included within this appendix.

Comment 1: Gary Laughlin, P.E., Laughlin & Associates, Inc. (September 13, 2017)

**From:** Gary Laughlin  
**To:** Rose, Marcia Frances  
**Cc:** Perez, Juan  
**Subject:** 8/12/17 Tem Cyn Rd Widening Proj - Public Info mtg at Trilogy Lodge  
**Date:** Wednesday, September 13, 2017 7:25:12 PM

---

Marcia,

Enjoyed our discussion yesterday, appreciate you taking the time. I have been to many mtgs such as this and this one had significant staff that were informed, engaged and very professional, your self included. The fact that we had to park in the upper Trilogy Lodge parking area, indicated to me it was well attended as well, which is little unusual for mtg that starts at 6 pm there.

Thought you might enjoy/learn from attached story, not Riverside County but very interesting, none the less.

<http://www.latimes.com/local/california/la-me-lopez-traffic-circle-20170913-story.html>

Thanks again,

Gary J. Laughlin, P.E.



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Response 1: Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the proposed project.

Comment 2: Amber Colangelo (September 12, 2017)



**Temescal Canyon Road Widening Projects**

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Amber Colangelo  
ADDRESS: 9257 Plumbe Grass St. CITY Corona STATE CA ZIP 92883  
EMAIL: [REDACTED]  
REPRESENTING: [REDACTED]

DO YOU WISH TO BE CONTACTED BY THE COMMENT BOX, MAIL, OR EMAIL TO:  
 YES  NO

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?

MARCIA ROSE  
SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3625 14TH STREET, RIVERSIDE, CA 92501  
MROSE@RVCO.ORG

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE

TO ACCOMMODATE PERSONS WITH DISABILITIES, THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

I am highly concerned about the timing of this job in relation to other building in the area. Residents, including myself, are livid and enraged by the neglect to infrastructure in preparation for all the new homes and businesses.

COMMENT DATE: 9/12/17 9/12/17

**Response 2:** Thank you for your comment and attending the public meeting. Temescal Canyon Road would be widened to provide two travel lanes in each direction to accommodate for future growth and travel needs consistent with local and regional plans, which includes planned commercial and residential developments along Temescal Canyon Road. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage, and a traffic control plan. The County is committed to maintaining two lanes (one in each direction) of traffic throughout construction on this project and is using input from the public to further minimize construction traffic impacts by timing key elements of construction during the least busy times of the year.

The County has hired a consultant construction manager to prepare recommendations on construction hours to minimize impacts to peak hour traffic and accelerate construction to the extent possible.



Comment 3: Amie Kinne (September 12, 2017)



**Temescal Canyon Road Widening Projects**

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Amie Kinne  
ADDRESS: [REDACTED] CITY: TV. STATE: CA 92883  
EMAIL: [REDACTED]  
REPRESENTING: \_\_\_\_\_

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST?

YES  NO

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?

PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

MARCIA ROSE  
SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3626 14TH STREET • RIVERSIDE, CA 92501  
MROSE@RIVCO.ORG

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?

YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?

YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE

TO ACCOMMODATE PERSONS WITH DISABILITIES, THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

I'm in favor of this project

COMMENT DATE: \_\_\_\_\_

Response 3: Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the proposed project.

Comment 4: Barbara Paul (September 12, 2017)



### Temescal Canyon Road Widening Projects

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Barbara Paul  
ADDRESS: 25 [REDACTED] Temescal Valley, CA 95785  
CITY: Temescal Valley STATE: CA ZIP: 95785  
EMAIL: [REDACTED]  
REPRESENTING: sett and Glen Eden Sun Club

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST?  YES  NO  
PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

MARCIA ROSE  
SEN OR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3525 W 7TH STREET - RIVERSIDE, CA 92501  
MROSE@RIVCO.ORG

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE

TO ACCOMMODATE PERSONS WITH DISABILITIES, THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

It's about time!! Riverside should've done this a LONG TIME ago!!!

COMMENT DATE: \_\_\_\_\_

Response 4: Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the proposed project.

Comment 5: Dan Smith (September 12, 2017)



**Temescal Canyon Road Widening Projects**

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: DAN SMITH  
ADDRESS: [REDACTED] CITY: TEMESCAL VALLEY STATE: CA ZIP: 92583  
EMAL: [REDACTED]  
REPRESENTING: MYSELF

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST?  YES  NO PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

MARCIA ROSE  
SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3525 14TH STREET, RIVERSIDE, CA 92501  
MROSE@RVCO.ORG

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?  
WE ARE TV REGULARLY MEETING

MEETING ACCOMMODATIONS:  
IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE  
IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE  
IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE

TO ACCOMMODATE PERSONS WITH DISABILITIES THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

I AM ALL IN TO START & COMPLETE THIS PROJECT.

COMMENT DATE:

**Response 5:** Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the proposed project.

**Comment 6: Keith Harris, The Retreat (September 16, 2017)**

**From:** Keith Harris [<mailto:keith@usedcartridge.com>]  
**Sent:** Saturday, September 16, 2017 11:11 AM  
**To:** Rose, Marcia Frances <[MFROSE@RIVCO.ORG](mailto:MFROSE@RIVCO.ORG)>  
**Cc:** [jannlee.watson@ca.rr.com](mailto:jannlee.watson@ca.rr.com); 'Katie Harris' <[katieharris1@aol.com](mailto:katieharris1@aol.com)>  
**Subject:** TCR Project


Mrs. Rose,

In regards to the TCR road widening project I have a few concerns.

The first is that RTA has planned to expand service to TV in January yet the TCR project is not developing bus turn outs as explained to me at the TCR meeting in Trilogy Lodge on September 12<sup>th</sup>.

The second is even though the TCR project is not in a RC maintenance district, this shouldn't be an excuse but a reason to expand the district. With the addition of sidewalks and pedestrian crosswalks the TCR needs to install street lighting and garbage cans.

Regards

Keith Harris  
The Retreat  
[keith@usedcartridge.com](mailto:keith@usedcartridge.com)  


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**Response 6: Thank you for your comments.**

**Response A:** Riverside Transit Agency (RTA) identifies bus service through Temescal Valley utilizing its CommuterLink Express Route 206, which stops at two locations near the vicinity of the project. One stop is at Fashion Road at the Dos Lagos shopping complex, located 1/4 mile beyond the northerly limits of the project. The other stop is at Tom's Farms located is 1/2 mile beyond the southerly limits of the project. These two stops reflect the expanded service to Temescal Valley that went into effect in January 2015. No additional bus stops are proposed at this time along the project limits and therefore new bus turnouts were not included in the project design.

**Response B:** Safety lighting is currently provided at the street intersections at Dos Lagos Drive and at Dawson Canyon Road, which are the only two locations that have pedestrian crosswalks along the project limits. As part of the project, new street lights will be installed at the intersections at Foster Road and at Leroy Road. The need for additional street lighting along the project length will be reevaluated during final design of the proposed project. The installation of lighting along undeveloped parcels of land is typically deferred to the owner as a condition of approval at the time of development of the property.

Comment 7: Tracy Davis (September 24, 2017)

**From:** Tracy Davis [<mailto:tracycyto@yahoo.com>]  
**Sent:** Sunday, September 24, 2017 9:41 PM  
**To:** Rose, Marcia Frances <[MFROSE@RIVCO.ORG](mailto:MFROSE@RIVCO.ORG)>  
**Subject:** TCR widening project

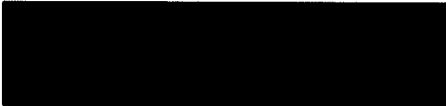
Dear Ms. Rose.

I am in favor of the Temescal Canyon Road widening project. Please complete the construction as soon as possible. I would appreciate the most southern section nearest Dawson Canyon to have longer construction times, 7 a.m. - 10 p.m. The center section has to many residents that would be impact by later construction hours.

One point that needs correction. there is no Lee Lake Water District it changed its name to Temescal Valley Water District in July of 2014. Also it is Temescal Valley, CA 92883, not Lake Elsinore.

I understand that the reseeding process is a standard variety of plants. Minimum of four species seems to few, ten would be better. Due to the various soils, precipitation, and micro-climates of the valley, the growth would be more successful with more species. As project lead of Temescal Valley Milkweed to Monarch Project, I would like to see narrow leaf milkweed, asclepias fascicularis as one of those added to the list.

Thank you,  
Tracy Davis



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C

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Response 7: Thank you for your comments.

Response A: Temescal Canyon Road would be widened to provide two travel lanes in each direction to accommodate for future growth and travel needs consistent with local and regional plans, which includes planned commercial and residential developments along Temescal Canyon Road. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage, and a traffic control plan. The County is committed to maintaining two lanes (one in each direction) of traffic throughout construction on this project and is using input from the public to further minimize construction traffic impacts by timing key elements of construction during the least busy times of the year.

The County has hired a consultant construction manager to prepare recommendations on construction hours to minimize impacts to peak hour traffic and accelerate construction to the extent possible.

Response B: The Public Outreach section of the document has been updated to state Temescal Valley Water District instead of Lee Lake Water District, and Temescal Valley instead of Lake Elsinore.

Response C: Thank you for your suggestions. Hydroseed varieties are sometimes limited by local availability of seed stock and reliability for seeds to successfully germinate and establish in the post construction condition. Your recommendations for plant species will be taken into consideration during preparation of the final design package contractor special provisions for reseeding on-site.

Comment 8: Janina Allred (September 20, 2017)

-----Original Message-----

From: Janina Allred [mailto:janinaallred1604@yahoo.com]

Sent: Wednesday, September 20, 2017 8:09 PM

To: Rose, Marcia Frances <MFROSE@RIVCO.ORG>

Subject: Thank you

Thank you for the widening project for Temescal Canyon Road. I hope the process can begin and finish as soon as possible, to hopefully provide an alternate route from the 15 freeway, as well as relieve congestion on both roads. I'll be looking forward to it being completed.

Thank you

Sent from my cool purple iPad air

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County of Riverside California <<http://www.countyofriverside.us/>>

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Response 8: Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the proposed project.

Comment 9: Keith Harris (September 12, 2017)



### Temescal Canyon Road Widening Projects

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Keith Harris  
ADDRESS: [REDACTED] TV STATE CA ZIP 92883  
EMAIL: [REDACTED] @tv.com  
REPRESENTING: \_\_\_\_\_

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST?  
 YES  NO

PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

**MARCIA ROSE**  
SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3525 14TH STREET • RIVERSIDE, CA 92501  
MROSE@RIVCO.ORG

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?  
wearetv.org

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE  
Would like a public meeting format (forum)

TO ACCOMMODATE PERSONS WITH DISABILITIES, THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

The Riverside Medical Clinic will start construction in 2018 of a 94,000 sq building with almost 500 parking spaces. Herrick & Knabe will be severely impacted by traffic. Please look into this.

COMMENT DATE: 09/12/17



Response 9: Thank you for your comment and attending the public meeting. Temescal Canyon Road would be widened to provide two travel lanes in each direction to accommodate for future growth and travel needs consistent with local and regional plans, which includes planned commercial and residential developments along Temescal Canyon Road. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage, and a traffic control plan. The County is committed to maintaining two lanes (one in each direction) of traffic throughout construction on this project and is using input from the public to further minimize construction traffic impacts by timing key elements of construction during the least busy times of the year.

The County has hired a consultant construction manager to prepare recommendations on construction hours to minimize impacts to peak hour traffic and accelerate construction to the extent possible.

Comment 10: Kelly Noss (September 12, 2017)



**Temescal Canyon Road Widening Projects**

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Kelli Noss  
ADDRESS: [Redacted] Temescal Valley, CA STATE CA ZIP 92583  
EMAIL: [Redacted]  
REPRESENTING: \_\_\_\_\_

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST?

YES  NO

PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

**MARCIA ROSE**

SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3525 14TH STREET - RIVERSIDE, CA 92501  
MROSE@RIVCO.ORG

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?

Facebook

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?

YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?

YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE.

TO ACCOMMODATE PERSONS WITH DISABILITIES THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

Please consider ~~change~~ shifts and/or weekend work as well to expedite the process & minimize impact long term. This project is long overdue but will not fix the actual problems with traffic in Temescal Valley. No parent should be forced to sit in 60-80 minutes of traffic to take their kids 5-8 miles for school.

COMMENT DATE: 9/12/17

**Response 10:** Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the Build Alternative. The County has hired a consultant construction manager to prepare recommendations on construction hours to minimize impacts to peak hour traffic and accelerate construction to the extent possible.

Comment 11: Michael Brazeu (September 12, 2017)



**Temescal Canyon Road Widening Projects**

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Michael Brazeu  
ADDRESS: [REDACTED] Temescal Valley CA STATE CA ZIP 92883  
EMAIL: [REDACTED]  
REPRESENTING: Myself and the Montecito Ranch HOA

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST? PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:  
 YES  NO **MARCIA ROSE**

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT? **SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3625 14TH STREET, RIVERSIDE, CA 92501  
MFROSE@RIVCO.ORG**

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?  YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE

TO ACCOMMODATE PERSONS WITH DISABILITIES THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

**I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):**

The Project represents badly needed improvements. Unfortunately, it's too little too late. There is no project that can catch up with the amount of traffic here. Plus, the new housing below Eagle Glen + the apartments at dos Lagos will create absolute gridlock.

This has sadly led us to decide to move. We will be pulling two students from CNUSD, one is a 4.0 student at Santiago and a top runner on the X-Country team. I know many other families considering this and the houses will sell for less than they are assessed for so your tax base will go down!

COMMENT DATE: 09/12/2017

**Response 11:** Thank you for your comment and attending the public meeting. 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.

Comment 12: Tracy Davis (September 12, 2017)

2/11/17



**Temescal Canyon Road Widening Projects**

- DRAFT INITIAL STUDY PUBLIC CIRCULATION OPEN HOUSE -  
SEPTEMBER 12, 2017

NAME: Tracy Davis  
ADDRESS: [REDACTED] CITY Temescal Valley STATE CA ZIP 92883  
EMAIL: [REDACTED]  
REPRESENTING: \_\_\_\_\_

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST?

YES  NO

PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

MARCIA ROSE  
SENIOR TRANSPORTATION PLANNER  
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT  
3525 14TH STREET, RIVERSIDE, CA 92504  
MROSE@RIVCO.ORG

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?

Tricia Almiran / Kevin Jefferies

**MEETING ACCOMMODATIONS:**

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH, WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?

YES  NO  NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?

YES  NO  NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE

TO ACCOMMODATE PERSONS WITH DISABILITIES, THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST

**FOLD**

**I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):**

I had most of my questions answer BVT I don't like the format of this meeting. It needs to be a presentation and everyone hear all questions and add to or not ask the same question over and over. that may take longer but it holds one department accountable for the whole and we get ONE answer. In the future projects presented only use this format.

I am in favor of this project but need to read the EIR document to comment further

COMMENT DATE: 9/12/17

**Response 12:** Thank you for your comment and attending the public meeting. The County welcomes your input and acknowledges your support of the Build Alternative. The County will consider other presentation methods for future projects.

Comment 13: Mark Roberts, Office Chief, Department of Transportation District 8 (September 11, 2017)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN, Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

PLANNING (MS 722)

464 WEST 4<sup>th</sup> STREET, 6<sup>th</sup> Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY (909) 383-6300

www.dot.ca.gov/district8



*Make Conservation  
A California Way of Life*

September 11, 2017

County of Riverside  
Marcia Frances Rose  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

**RECEIVED**

SEP 14 2017

TRANSPORTATION  
DEPARTMENT

Ms. Rose,

Temescal Canyon Road Widening Project SCH#2017081056 (Riv 15 PM R29.39)

We have received the Notice of Completion & Environmental Document Transmittal for the above named project located south of Dawson Canyon Road. Proposal is to widening existing roadway from one lane in each direction to two lanes in each direction. The purpose is to relieve congestion along Temescal Canyon Road and improve safety and increase sight distance. Project will also bring road up to current County design standard.

Your project does not appear to have impacts to the State Highway System. The California Department of Transportation has no comment at this time. However, we reserves the right to comment on any future revisions to this project. When development does occur a need for Encroachment Permits will be necessary for any work performed within the State right-of-way.

Please be advised of the Lee Lake Water District project along Temescal Canyon Road and Dawson Canyon. The Purpose of this project is to install pipelines and water tanks to supply non-potable water to irrigation customers in the LLWD area.

Encroachment Permit Requirements

Issuance of a Caltrans Encroachment Permit will be required prior to any construction within State R/W. In addition, all work undertaken within I-15 R/W shall be in compliance to all current design standards, applicable policies, and construction practices. Detailed information regarding permit application and submittal requirements is available at:

Office of Encroachment Permits  
California Department of Transportation  
464 West Fourth Street, 6th Floor, MS 619  
San Bernardino, CA 92401-1400  
(909) 383-4526

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability."*

(Comment 13 Continued)

Ms. Rose  
September 11, 2017  
Page 2

Should this proposal be later modified please forward copies of revised plans as necessary so that we may reevaluate all proposed changes for potential impact to I-15.

Sincerely,



MARK ROBERTS  
Office Chief  
Intergovernmental Review, Community and Regional Planning

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability."*

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**Response 13:** Thank you for your comment. The County is aware of the Temescal Valley Water District (previously Lee Lake Water District) Project along Temescal Canyon Road and Dawson Canyon Road, and will coordinate with the District during final design. The proposed project will not occur within Caltrans/State right of way; therefore, an encroachment permit will not be necessary for this project.

Comment 14: Leslie MacNair, Regional Manager, California Department of Fish and Wildlife  
(September 25, 2017)



State of California - Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-220  
Ontario, CA 91764  
(909) 484-0167  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

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



September 25, 2017  
*Sent via email*

Ms. Marcia Frances Rose  
Riverside County Transportation Department, Environmental Division  
3525 14<sup>th</sup> Street  
Riverside, CA 92501  
[mfrose@rivco.org](mailto:mfrose@rivco.org)

Subject: Initial Study with Proposed Mitigated Negative Declaration  
Temescal Canyon Road Widening Project – Dos Lagos Segment  
State Clearinghouse No. 2017081055

Dear Ms. Rose:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study and proposed Mitigated Negative Declaration (IS/MND) for the Temescal Canyon Road Widening Project – Dos Lagos Segment (project) [State Clearinghouse No. 2017081055]. The Department is responding to the IS/MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

The project proposes to widen Temescal Canyon Road from two lanes to four lanes with sidewalks and shoulders, between Leroy Road and Dos Lagos Road, east of Interstate 15, in Riverside County.

#### COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural Community Conservation Planning Program (NCCP Program). The Department offers the comments and recommendations presented below to assist the County of Riverside (County); the CEQA lead

*Conserving California's Wildlife Since 1870*

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(Comment 14 Continued)

Mitigated Negative Declaration  
Temescal Canyon Road Widening Project, Dos Lagos Segment  
SCH No. 2017081055  
Page 2 of 5

agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed project with respect to impacts on biological resources and the project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

The Department's comments and recommendations on the IS/MND include:

Fish and Game Code section 1600 et seq.

The Department requires notification for work undertaken in or near any river, stream, or lake that flows at least episodically, including ephemeral streams, desert washes, and watercourses with a subsurface flow. Fish and Game Code section 1602 states, "An entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless all of the following occur". Upon receipt of a complete notification, the Department determines if the activities may substantially adversely affect existing fish and wildlife resources.

Figures 8 and 10 of the IS identify project activities within two (2) drainages. In addition, BIO-2 (page 33 of IS) states stream flows may be diverted if necessary. However, Table 6 (page 27 of IS) shows no impacts to 'Waters of the State'. Based on the information contained in the IS, and review of recent aerial photography, the Department has determined that the project will require notification pursuant to Fish and Game Code section 1602. The Department recommends that the County include the following new mitigation measure in the MND to ensure compliance with Fish and Game Code section 1602:

*To ensure compliance with Fish and Game Code section 1602 the project applicant shall provide either of the following: Written correspondence from the California Department of Fish and Wildlife stating that notification pursuant to Section 1602 of the Fish and Game Code is not required for the project; or a copy of a California Department of Fish and Wildlife executed Lake or Streambed Alteration Agreement, authorizing activities within areas subject to Fish and Game Code section 1602.*

Please note that the Department's issuance of a Lake or Streambed Alteration (LSA) Agreement is a "project" subject to CEQA (see Pub. Resources Code § 21065). To facilitate issuance of an LSA Agreement, if necessary, the CEQA document should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, monitoring and reporting commitments. Early consultation with the Department is recommended,

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(Comment 14 Continued)

Mitigated Negative Declaration  
Temescal Canyon Road Widening Project, Dos Lagos Segment  
SCH No. 2017081055  
Page 3 of 5

since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA>.

#### Special-status species

The IS identifies several special status species with the potential to occur within the Biological Study Area (BSA). For some of these species, the level of habitat disturbance and/or distance to the nearest species occurrence is used to support the County's conclusion that no impacts to the species are anticipated. The Department is concerned with this conclusion and the methodology used to reach such a conclusion. For example, the California Natural Diversity Database (CNDDDB) is not an absence database, and should not be used in lieu of focused field surveys. Further, some special-status species are known to occur in heavily disturbed and modified habitats (e.g. burrowing owl).

The Department recommends the completion of focused surveys for special status species prior to adoption of the MND. The surveys should occur at the appropriate time of year/day by qualified biologists to fully identify potential impacts. The Department particularly recommends the completion of rare plant and bat habitat assessment surveys. Rare plant surveys should follow the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <https://www.wildlife.ca.gov/Conservation/Plants>). The Department recommends that the bat habitat assessment survey be completed by a Department-approved bat biologist with extensive experience in the ecology of bats using man-made structures. Results from these surveys should be included in the IS, along with appropriate avoidance, minimization, and mitigation measures where potential impacts are identified. Postponing focused surveys until after the adoption of the MND precludes public participation in the CEQA process and limits both the Lead Agency's and the public's understanding of the full scope of potential environmental impacts associated with the project.

#### Nesting Birds

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

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(Comment 14 Continued)

Mitigated Negative Declaration  
Temescal Canyon Road Widening Project, Dos Lagos Segment  
SCH No. 2017081055  
Page 4 of 5

except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Mitigation Measure (MM) BIO-11 addresses impacts to nesting birds. The Department recommends that MM BIO-11 be revised to include the completion of pre-construction nesting bird surveys no more than 3 days prior to vegetation removal or ground disturbance activities.

MSHCP Consistency

The MSHCP describes Riparian/Riverine Areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." Both Figures 7 and 8 (IS, pages 25 and 28) identify the presence of oak trees and oak woodland habitat within a "jurisdictional feature" (IS, Figure 7). However, despite this information, the County concluded that (IS, page 22) "...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," and (IS, page 27) "The project area does not contain riparian vegetation; therefore no additional impacts to waters of the state are anticipated." These conclusions are incorrect. Oak trees and oak woodland habitat "which occur close to or which depend upon soil moisture from a nearby fresh water source" (MSHCP, section 6.1.2) are considered riparian vegetation. The Department recommends that the County contact the Regional Conservation Authority and the Department and United States Fish and Wildlife Service (Service) to ascertain whether a Determination of Biologically Equivalent or Superior Preservation (DBESP) will be needed for this project. The Department encourages the County to complete the MSHCP consistency review process prior to adopting the MND.

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(Comment 14 Continued)

Mitigated Negative Declaration  
Temescal Canyon Road Widening Project, Dos Lagos Segment  
SCH No. 2017081055  
Page 5 of 5

**Department Conclusions and Further Coordination**

The Department appreciates the opportunity to comment on the IS/MND for the Temescal Canyon Road Widening Project, Dos Lagos Segment (SCH No. 201781055), and we request that the County address the Department's comments and concerns prior to adoption of the MND. If you should have any questions pertaining to the comments provided in this letter, please contact Edith Martinez (909) 944-0187 or at [Edith.Martinez@wildlife.ca.gov](mailto:Edith.Martinez@wildlife.ca.gov).

Sincerely,

*for* 

Leslie MacNair  
Regional Manager

cc: Heather Pert, CDFW  
State Clearinghouse

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Response 14: Thank you for your comments.

Response A: The environmental document has been updated to more clearly reflect the existing presence of a small area of Waters of the State in the project area that would be impacted by the proposed project. As a result, the County intends to obtain a 1602 permit for impacts to Waters of the State prior to proceeding with construction activities. Table 6 and text throughout the Biological Resources section of the document has been updated to more clearly communicate the County's intent to meet all CDFW requirements.

Response B: The County agrees with CDFW's recommendation and conducted rare plant surveys for San Bernardino Aster and smooth tarplant on October 12, 2017 by Dokken biologist Angela Scudiere. These surveys are within the designated blooming period for both species. During the October field survey, no San Bernardino aster, smooth tarplant, or similar vegetative characteristics associated with either species were observed within the BSA. No direct or indirect impacts to San Bernardino aster or smooth tarplant are anticipated. The ISMND has been revised to include the new survey information, clearly state that no impacts to these species are anticipated, and remove measure BIO-9 from the Draft MND which required focused surveys for these plant species to be performed in the blooming season prior to construction.

Response C: The ISMND has been revised to state that bat habitat is present in the project area and bats could roost in trees adjacent to Temescal Road. As a result, revisions have been made to measure BIO-14 to provide adequate avoidance and minimization for bats should they be roosting in the project area. BIO-14 has been revised to state:

**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 1<sup>st</sup> and March 31<sup>st</sup> outside of the maternity season (April 1<sup>st</sup> –August 31<sup>st</sup>). 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.

Response D: Pursuant to CDFW's suggestion, BIO-11 has been revised to include the pre-construction nesting bird surveys no more than 3 days prior to vegetation removal.

Response E: During the planning phase of this project, substantial coordination with the Riverside County Regional Conservation Authority (RCA) occurred. On October 11, 2016 the RCA determined that the Temescal Canyon Widening Project – Dos Lagos Segment was a covered project under the MSHCP and would not need to participate in the Joint Project Review process. The project; however, is still required to be consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and CFG Code. The County has prepared this environmental document and associated Biological Resources Report to document consistency with the MSHCP and intends to obtain a 1602 Streambed Alteration Agreement from CDFW in compliance with CFG Code prior to construction.

Comment 15: Ebru Ozdil, Planning Specialist, Pechanga Tribal Historic Preservation Office  
(September 21, 2017)



**PECHANGA TRIBAL HISTORIC PRESERVATION OFFICE**  
*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 776-6300 • Fax (951) 506-9491

September 21, 2017

Tribal Historic Preservation  
Officer:  
Gary P. DuBois, JD, MSW

THPO Historian:  
Lisa Woodward, Ph.D.

Advisory Review Board:  
Neal Ibanez  
Bridgett Barocello  
Doreen Miranda  
Eve Greber  
Andrew Masiel, Sr.  
Richard B. Searce  
Robert Villalobos

**VIA E-Mail and USPS**

Marcia Frances Rose  
Senior Environmental Planner  
Transportation Department-Environmental Division  
3525 14<sup>th</sup> Street  
Riverside, CA 92501

**Re: Pechanga Tribe Comments on the Initial Study/Mitigated Negative Declaration  
(IS/MND) for Temescal Canyon Road Widening Project, Dos Lagos Segment.**


Dear Ms. Rose,

This comment letter is submitted by the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government, in response to receipt of the August 2017 Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the above named project.

The Tribe is in agreement with the proposed mitigation measures for cultural resources as presented in the drafted document for this Project and request that they be incorporated into the final MND and added as conditions of approval for the Project. Riverside County is a culturally significant area and the Tribe appreciates the opportunity to preserve and protect our sensitive cultural resources and to monitor earthmoving activities in the area. The Tribe thanks the County for the revision of the proposed mitigation measures which address the potential impacts to cultural resources, and for the inclusion of the Tribe in those measures.

The Pechanga Tribe looks forward to continuing to work together with the County of Riverside in protecting the invaluable Pechanga cultural resources found in the County. Please contact me at 951-770-6313 if you have any questions or comments.

Sincerely,

  
Ebru Ozdil  
Planning Specialist

cc: Pechanga Office of the General Counsel

*Sacred Is The Duty Truited Unto Our Care And With Honor We Rise To The Need*

**Response 15: Thank you for your comment. The County will incorporate all mitigation measures for cultural resources into the Final document.**

Comment 16: State Clearinghouse Letter (CDFW comment attached) (September 27, 2017)



EDMUND G. BROWN JR.  
GOVERNOR

September 27, 2017

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

Riv. Co. Trans. Dept.  
Traffic Engineering  
September 27, 2017

Marcia Frances Rose  
Riverside County  
3525 14th St  
Riverside, CA 92501

Subject: Temescal Canyon Road Widening Project - Dos Lagos Segment  
SCH#: 2017081055

Dear Marcia Frances Rose:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 25, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

RECEIVED

SEP 27 2017

Riv. Co. Trans. Dept.  
Traffic Engineering

Enclosures  
cc: Resources Agency

Response 16: Thank you for the confirmation letter. The CDFW comment attached was received by the County directly and has been addressed under Response 14 above.