

# **Temescal Canyon Road Widening Project – Dawson Canyon Segment**

COUNTY OF RIVERSIDE, CALIFORNIA

## **Initial Study with Mitigated Negative Declaration**



**Prepared by the  
County of Riverside**



October 2017

# Temescal Canyon Road Widening Project – Dawson Canyon Segment

The County of Riverside, California  
Transportation Department

## INITIAL STUDY with Mitigated Negative Declaration

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

COUNTY OF RIVERSIDE  
Transportation Department

10/18/17

Date of Approval



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

10/18/17

Date of Approval



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

## **Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

### **Project Description**

The County of Riverside proposes to widen Temescal Canyon Road to provide two travel lanes in each direction from south of Dawson Canyon Road to 0.7 mile northerly to match the four-lane roadway facilities north and south of the project. The existing roadway consists of one lane in each direction. The proposed street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk may be constructed on one or both sides of the street.

The existing pavement will be removed and new pavement, along with concrete curb and gutter, will be constructed from south of Dawson Canyon Road / Temescal Canyon Road Intersection to approximately 0.7 mile north of the intersection. The work will include removing vegetation and trees (including oak trees), grading along adjacent lots, reconstructing driveway and street tie-ins, constructing ADA-compliant curb ramps, installing street lights, installing Fiber-Optic conduit and other associated work as needed. Near the northern project limit, the proposed Temescal Canyon Road may encroach into a steep hill and may require excavation and construction of a retaining wall. Traffic signals and loops at the signalized intersection of Dawson Canyon Road and Temescal Canyon Road will be reconfigured and lane striping, pavement markings, and roadside signs will be installed/relocated along the full length of the project. Storm drain improvements will include pipes, box culverts, catch basins, roadside ditches / channels, and headwalls.

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

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

### **Determination**

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

The proposed project would have no impacts on:

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

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

The project would have less than significant impact on aesthetics, air quality, biological resources, cultural resources, tribal cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation/traffic, and mandatory findings of significance with the incorporation of the measures stated below:

### **Aesthetics**

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

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

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

### **Air Quality**

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

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

**AQ-3:** The construction contractor shall implement control measures to reduce emissions of NOX, ROG, and PM<sub>10</sub>. The contractor shall:

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

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

### **Biological Resources**

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



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

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

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

- BIO-4:** Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds must be cleaned to reduce the spreading of noxious weeds.
- BIO-5:** All plant material used to re-vegetate temporarily disturbed habitat areas must be approved by the project biologist prior to installation and must be comprised of locally appropriate native species. Selected species must not be listed by Cal-IPC as invasive.
- BIO-6:** Vegetation clearing will only occur within the delineated project boundaries. Final plans will delineate which trees can be saved and which will be removed. Where possible, trees will be identified for trimming rather than full removal with the guidance of the project biologist. When feasible, vegetation within drainages will be cut above soil level.
- BIO-7:** Where feasible, impacts to native oak trees (*Quercus* sp.) would be replaced at a 1:1 ratio at an off-site County approved location.
- BIO-8:** The project will adhere to the Riverside County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the Riverside County General Plan (TCAP 17.1). To the greatest extent practicable, native oak trees will be avoided and protected.
- BIO-9:** If possible, vegetation 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>).
- BIO-10:** If vegetation 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 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist will be removed by the contractor. If vegetation is not removed within 2 weeks following the initial bird survey, additional nesting bird surveys would be required.

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

- BIO-11:** Pre-construction presence/absence surveys for burrowing owl within the project area, where suitable Habitat is present, will be conducted for all Covered Activities through the life of the permit. Surveys will be conducted within 30 days prior to initial ground-disturbing activity, as required per the MSHCP. If the survey reveals that the site and the surrounding area supports fewer than 3 pairs of burrowing owls, then the Project would prepare a Burrowing Owl Protection and Relocation Plan for review and approval by the wildlife agencies and the Western Riverside County Regional Conservation Authority (WRCRCA).

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

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

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

**BIO-14:** Prior to tree removal, the project biologist will conduct surveys to determine if “bat habitat trees” exist within the project footprint. Potential bat habitat trees typically are mature trees with features such as open cavities, crevices or loose bark. Potential “bat habitat trees” that will be removed as a result of the project (including utility relocation), 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 et.) will be determined on a case, by case basis by the project biologist. Potential bat habitat trees not requiring removal will be protected in place with ESA fencing.

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

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

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

**BIO-18:** During revegetation efforts, the project will be required to apply, at a minimum, 8 native and/or sterile species, 4 of which must come from the table below. Final seed selection will be coordinated with the project biologist.

<b>Common Name</b>	<b>Scientific Name</b>	<b>Type</b>
Bicolor lupine	<i>Lupinus bicolor</i>	Herb
Blow wifes	<i>Achyrachaena mollis</i>	Herb
Brittlebush	<i>Encelia farinosa</i>	Shrub
California bromegrass	<i>Bromus carinatus</i>	Grass
California buckwheat	<i>Eriogonum fasciculatum</i>	Shrub
California evening primrose	<i>Oenothera californica</i>	Herb
California mugwort	<i>Artemisia douglasiana</i>	Herb
California poppy	<i>Eschscholzia californica</i>	Herb
Chia sage	<i>Salvia columbariae</i>	Herb

<b>Common Name</b>	<b>Scientific Name</b>	<b>Type</b>
Coastal sage brush	<i>Artemisia californica</i>	Shrub
Coyote brush	<i>Baccharis pilularis</i>	Shrub
Desert bells	<i>Phacelia campanularia</i>	Herb
Desert croton	<i>Croton californicus</i>	Herb
Evening primrose	<i>Oenothera elata</i>	Herb
Mule fat	<i>Baccharis salicifolia</i>	Shrub
Narrow leaf milkweed	<i>Asclepias fascicularis</i>	Herb
Nodding needle grass	<i>Nassella cernua</i>	Grass
Prickly poppy	<i>Argemone munita</i>	Herb
Purple needle grass	<i>Stipa pulchra</i>	Grass
Purple three awn	<i>Aristida purpurea</i>	Grass
Rubber rabbitbrush	<i>Ericameria nauseosa</i>	Shrub
Sixweeks grass	<i>Festuca octoflora</i>	Grass
Small fescue	<i>Festuca microstachys</i>	Grass
Tidy tips	<i>Layia platyglossa</i>	Herb

### **Cultural Resources**

- CR-1:** Prior to construction, cultural resource awareness and sensitivity training shall be provided to all construction crew members to ensure that the crew members are aware of the need for cultural resource monitoring, the monitoring protocol, and the work cessation and notification protocol.
- CR-2:** If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, a representative of the appropriate Native American Tribe(s), and the Riverside County Transportation Department shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.
- CR-3:** An Archaeological Resources Discovery and Monitoring Plan and an Archaeological Resources Treatment Plan shall be prepared and implemented prior to project construction to protect the identified archaeological resource(s) or tribal cultural resources from damage and destruction during construction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) or tribal cultural resources in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered archaeological or tribal cultural resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the

appropriate Native American Tribe(s) if that is recommended by the Riverside County Transportation Department. If the collections and associated records are donated to a curation facility, the facility shall be located within the Riverside County and shall meet federal standards per 36 CFR Part 79. A final report containing archaeological monitoring results and the significance and treatment findings (Archaeological Monitoring Results/Data Recovery Report) shall be prepared by the archaeologist and submitted to the Riverside County Transportation Department, the Eastern Information Center, and the appropriate Native American Tribe.

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

### **Tribal Cultural Resources**

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

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

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

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

### **Greenhouse Gas Emissions**

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

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

### **Hazardous Waste**

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

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

### **Hydrology and Water Quality**

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

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

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

**Noise**

**NOI-1:** The Contractor shall follow County of Riverside noise ordinances for construction activities:


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

**Traffic**

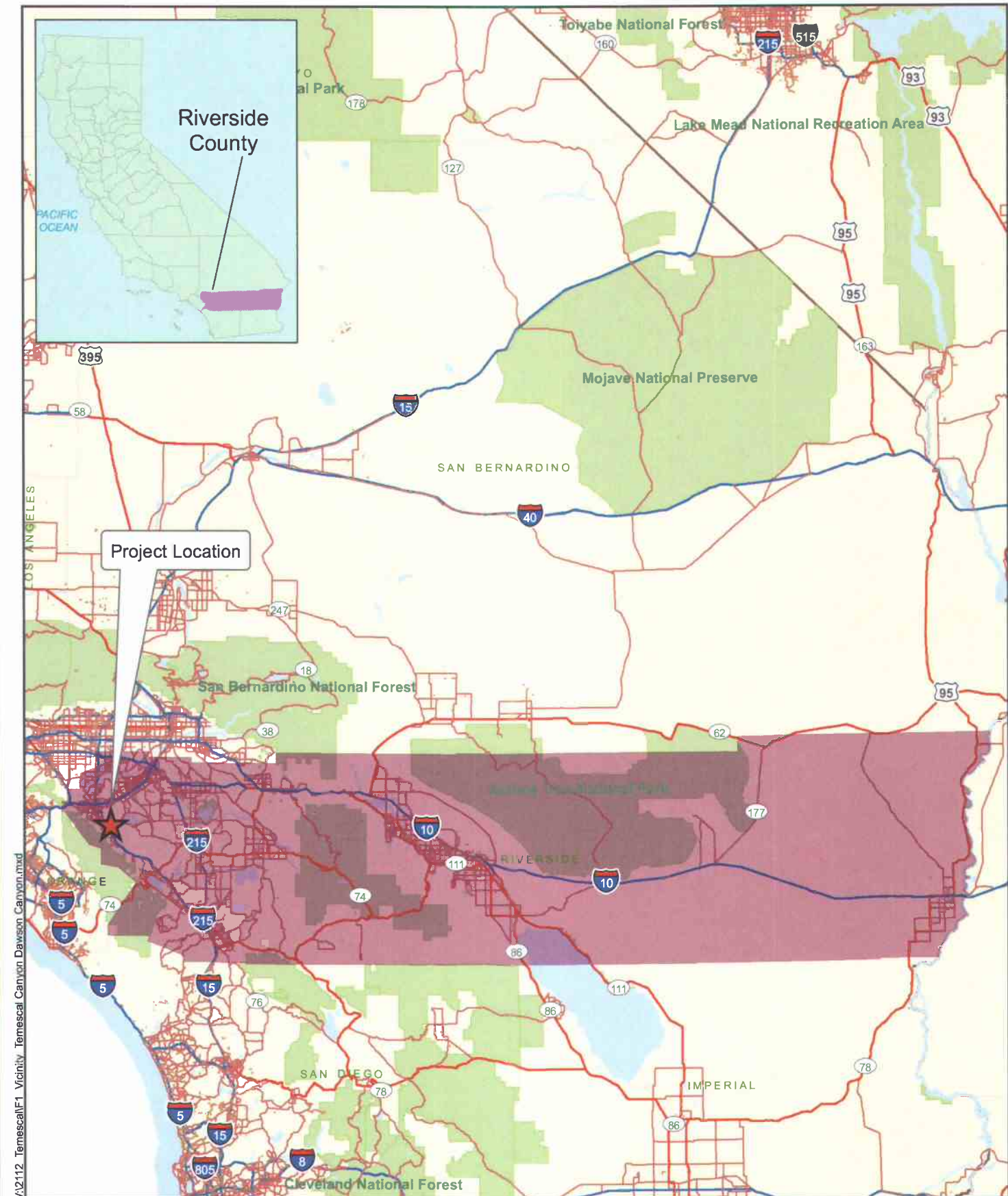
**TRA-1:** Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic control plan.



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

  
 \_\_\_\_\_  
 Date





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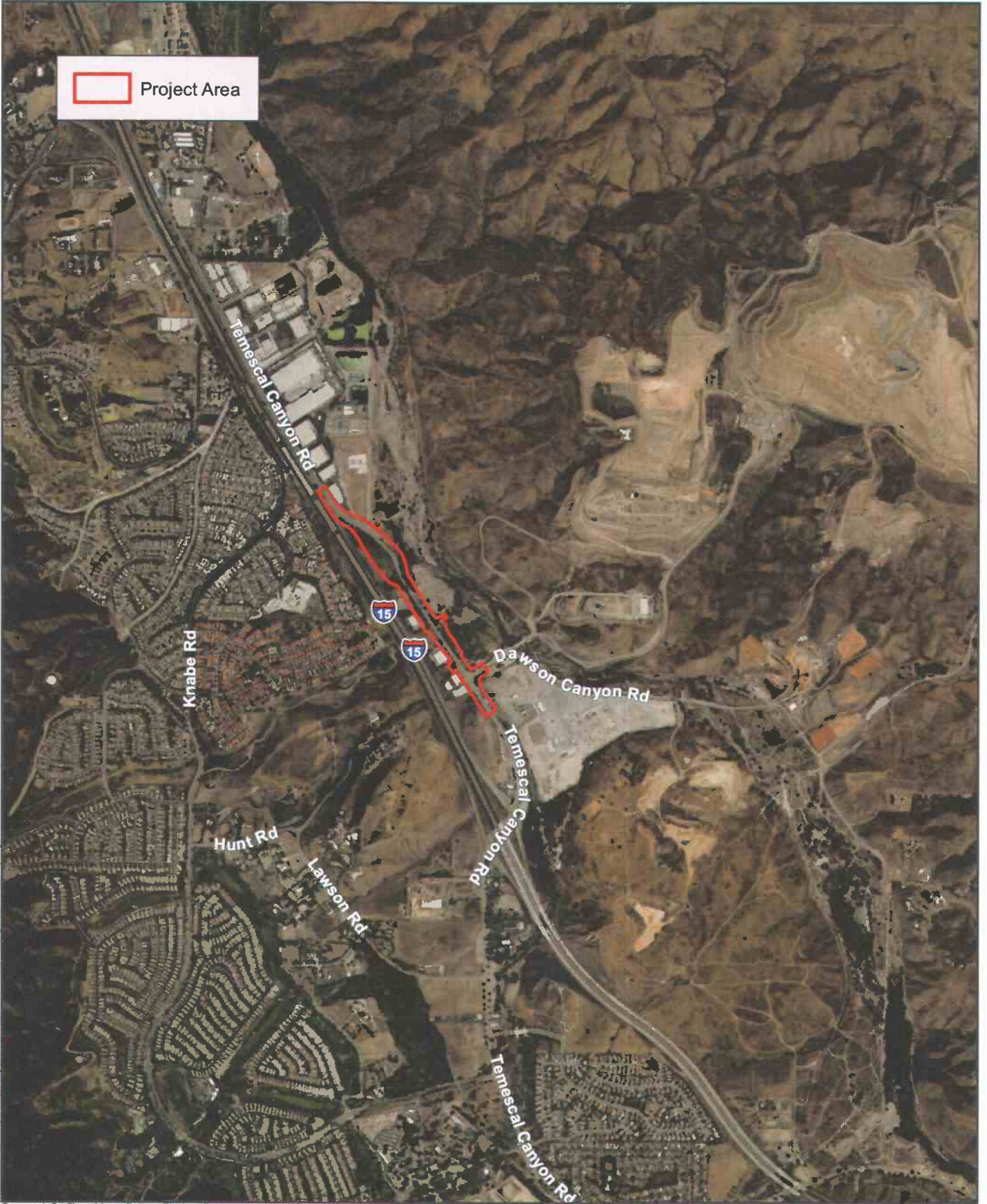
Source: ESRI 2008; Dokken Engineering 6/21/2017; Created By: astorck



**FIGURE 1**  
**Project Vicinity**  
Temescal Canyon Road Widening Project-Dawson Canyon Segment  
Riverside County, California







Project Area

V:\2112 Temescal\F2 Project Location Temescal Canyon Dawson Canyon.mxd

Source: USA Topo Maps Online; Dokken Engineering 4/12/2017; Created By: kchen



**FIGURE 2**  
**Project Location**  
 Temescal Canyon Road Widening Project-Dawson Canyon Segment  
 Riverside County, California





**Project Features**

- Center Line
- Cut and Fill
- Proposed Lanes
- Study Area



Source: USA Topo Maps Online; Dokken Engineering 4/17/2017; Created By: kalen

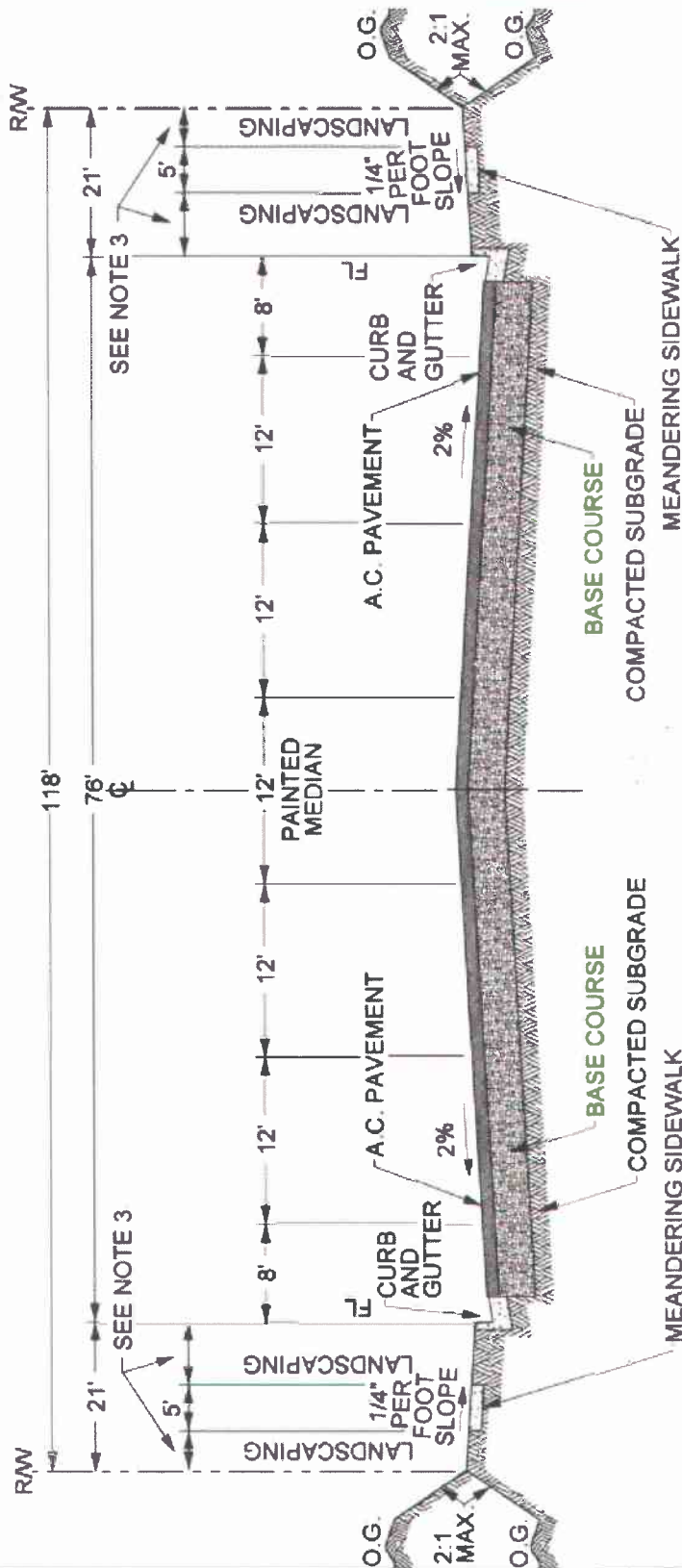
**FIGURE 3**  
**Project Features**  
 Temescal Canyon Road Widening Project - Dawson Canyon Segment  
 Riverside County, California



# COUNTYWIDE DESIGN GUIDELINES

COUNTY OF RIVERSIDE

MAJOR HIGHWAY



## Exhibit I

**NOTE:**

1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. DISTANCE FROM SIDEWALK TO RW, AND TO FLOW LINE, VARIES. SEE "MEANDERING SIDEWALK" EXHIBIT FOR DETAILS.

**FIGURE 4**  
**Riverside County Design Standards**  
 Temescal Canyon Road Widening Project- Dawson Canyon Segment  
 Riverside County, California

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Appendix F	Acronyms
Appendix G	Response to Public Comments

## PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Temescal Canyon Road – Dawson Canyon Segment
Lead agency name and address:	Riverside County Transportation Department 3525 14th Street Riverside, CA 92501
Contact person and phone number:	Marcia Frances Rose, M.S., PMP 951-955-1505
Project Location:	County of Riverside
General plan description:	Arterial Highway, Business Park, Light Industrial
Objectives	The County of Riverside proposes to widen Temescal Canyon Road to provide two travel lanes in each direction from south of Dawson Canyon Road to 0.7 mile northerly to match the four-lane roadway facilities north and south of the project and bring the roadway up to current County design standards. The existing roadway consists of one lane in each direction. 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.
Zoning:	Manufacturing Medium (M-M0) and SP Wildrose Specific Plan (SP 176).
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	<p>The County of Riverside proposes to widen Temescal Canyon Road to provide two travel lanes in each direction from south of Dawson Canyon Road to 0.7 mile northerly to match the four-lane roadway facilities north and south of the project. The existing roadway consists of one lane in each direction. The proposed street section will include two 12-foot lanes and an 8-foot bike lane in each direction, along with a center 12-foot two-way left turn lane (painted median). In addition, 6-foot wide curb adjacent sidewalk may be constructed on one or both sides of the street.</p> <p>The existing pavement will be removed and new pavement, along with concrete curb and gutter, will be constructed from south of Dawson Canyon Road / Temescal Canyon Road Intersection to approximately 0.7 mile north of the intersection. The work will include removing vegetation and trees (including oak trees), grading along adjacent lots, reconstructing driveway and street tie-ins, constructing ADA-compliant curb ramps, installing street lights, installing Fiber-Optic conduit and other associated work as needed. Near the northern project limit, the proposed Temescal Canyon Road may encroach into a steep hill and may require excavation and construction of a retaining wall. Traffic signals and loops at the signalized intersection of Dawson Canyon Road and Temescal Canyon Road will be reconfigured and lane striping, pavement markings, and roadside signs will be installed/relocated along the full length of the project. Storm drain improvements will include pipes, box culverts, catch basins, roadside ditches/channels, and headwalls.</p>

	<p>Utility relocations and adjustments will be made to fire hydrants, water meters, water valves, sewer manholes, gas meters, telephone pedestals, utility poles, water lines and gas lines as needed.</p> <p>Permanent acquisition of right-of-way is expected to be necessary at various locations along the length of the project.</p>
<p>Surrounding land uses and setting; briefly describe the project's surroundings:</p>	<p>Land use along Temescal Canyon Road includes Business Park and Light Industrial. The proposed project also resides in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) within the Temescal Canyon Area Plan.</p>
<p>Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):</p>	<p><u>California Department of Fish and Wildlife</u> Section 1602 Streambed Alteration Agreement will be obtained prior to construction</p> <hr/> <p><u>Western Riverside County Regional Conservation Authority (WRCRCA)</u> Coordination with WRCRCA is currently taking place to ensure compliance with the Western Riverside Multiple Species Habitat Conservation Plan.</p> <hr/> <p><u>United States Army Corps of Engineers</u> Non-Notifying Section 404 Nationwide Permit</p> <hr/> <p><u>Santa Ana Regional Water Quality Control Board</u> Section 401 Water Quality Certification will be obtained prior to construction.</p>

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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



## DETERMINATION

On the basis of this initial evaluation:

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

Signature: <i>Russell Williams</i>	Date: <i>11/7/17</i>
Printed Name: <i>Russell Williams</i>	For:

## CEQA Environmental Checklist

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

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

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

c) **Less Than Significant Impact with Mitigation Incorporated.** The project location and setting provides context for determining potential changes to the existing visual character or quality of the site and its surroundings. The proposed project is located on Temescal Canyon Road from south of Dawson Canyon Road to 0.7 mile northerly. The project is located south of the City of Corona within Riverside County. The project area and vicinity is bounded on the west by I-15/Corona Freeway and on the east by mostly undeveloped land and commercial development. The landscape is characterized by urban development intermixed with disturbed, natural riparian, and coastal scrub habitats (Figures 5 and 6). The land use within the project corridor is primarily commercial. The project corridor is defined as the area of land that is visible from, adjacent to, and outside the road right-of-way, and is determined by topography,

vegetation, and viewing distance. Viewers affected by the proposed road widening include motorists traveling on Temescal Canyon Road and the adjacent businesses.



**Figure 5. Existing urban view along Temescal Canyon Road, facing south towards Dawson Canyon Road.**



**Figure 6. Existing view along Temescal Canyon Road, facing north towards Dawson Canyon Road.**

#### Visual Resources and Resource Change

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

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

Resource Change (changes to visual resources as measured by changes in visual character and visual quality) is anticipated to be low. Visual character and quality of the



proposed project will be similar to the existing visual character and quality of the project area in its current state. With the project, the widening of the road would have a similarly balanced form of man-made roadway and scattered riparian and coastal scrub habitat. Since the project does not substantially change the existing land uses and adds a minor amount of new paved surfaces, the visual character would not change substantially. While some oak trees would be removed, this would not substantially change the visual quality of the site. Any trees that are removed would be replanted according to the County Oak Tree Management Guidelines and Policies, as stipulated in the Temescal Canyon Area Plan of the Riverside County General Plan (TCAP 17.1). All temporary impacts to natural habitat would be re-contoured to pre-construction conditions, and revegetated with a native seed mix. The project would not change the surrounding character, because the project would largely stay on the existing alignment. Construction of the proposed project would temporarily change views experienced by drivers, pedestrians, and other people in the project area since construction equipment would be visible from neighboring areas; however these impacts are temporary, and therefore not considered substantial. Overall visual impacts as a result of the proposed project are anticipated to be low, as the viewer response would be low for both businesses and motorists. With the implementation of AES-1 through AES-7 the proposed project would have a less than significant impact with mitigation incorporated.

#### Oak Tree Removal

The project is anticipated to require the removal of an approximate total of 11 oak trees located throughout the project area, all of which were evaluated by a certified arborist to be in fair or better health as part of the County's 2016 Temescal Corridor Oak Tree Study (Riverside County 2016). None of these oak trees are located adjacent to jurisdictional waters. While no CDFW jurisdictional oak trees have been identified for removal, should any oak trees be identified within CDFW jurisdiction in the future, CDFW mitigation requirements would apply. All other oaks removed by the project would be replaced pursuant the County's goal of oak replacement and are proposed to be replanted at a 1:1 ratio. Mitigation ratios for trees within CDFW jurisdiction (which include but are not limited to oaks) will be determined during the environmental permitting phase. Minimization measure BIO-7 and BIO-8 will further reduce impacts to a less than significant level.

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

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

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

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

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

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

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

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

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

- c & d) **No Impact.** There are no forest lands or timberlands (or lands zoned as such) in the project study area. The project would not result in the loss of forest land or conversion of forest land to non-forest use.
- e) **No Impact.** The project would have no impact to conversion of Farmland to non-agricultural use. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is in the project area as mapped by the Farmland Mapping and Monitoring Program of the California Resources Agency. No forest land is in the project area as well.

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

None.



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

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

The proposed project does not obstruct the SIP or Air Quality Plan, violate air standards (NAAQS, CAAQS), or result in cumulatively considerable impacts in a non-attainment region for priority pollutant(s).

**Affected Environment**

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

The climate of the Basin is characterized by warm summers, mild winters, infrequent rainfall, frequent morning coastal fog, and moderate on-shore breezes. Precipitation is generally limited to a few storms during the winter season between November and April. Rainfall patterns in the region average approximately 30 to 33 centimeters (12 to 13 inches) per year. The dominant wind pattern is a daytime sea breeze followed by a nocturnal land breeze, which is only interrupted by winter storms and infrequent but strong northeasterly "Santa Ana" winds from the mountains and the desert. Air pollution emissions from coastal areas are carried inland during the day; however, weak nighttime conditions allow pollutants to stagnate inland.

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

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

Existing air quality conditions in the project area can be characterized in terms of the ambient air quality standards that the state of California (California Ambient Air Quality Standards [CAAQS]) and the federal government NAAQS have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). Table 1 shows the state and federal standards for a variety of pollutants. Ambient air pollutant concentrations are measured at 35 permanent monitoring stations throughout the Basin. The federal and state governments have established ambient air quality standards for six criteria pollutants: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and lead. Within the SCAQMD, ozone and PM<sub>2.5</sub> and PM<sub>10</sub> are considered pollutants of concern.

#### Asbestos

Exposure and disturbance of rock and soil that contains asbestos can result in the release of fibers to the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (proper rock name serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include: unpaved roads or

Table 1. Ambient Air Quality Standards

Ambient Air Quality Standards							
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>			
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>	
Ozone (O <sub>3</sub> ) <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )			
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>9</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—			
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>9</sup>	24 Hour	—	—	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>			15 µg/m <sup>3</sup>
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	—	Non-Dispersive Infrared Photometry (NDIR)	
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—			
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	—	Gas Phase Chemiluminescence	
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )			Same as Primary Standard
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)	
	3 Hour	—		—			0.5 ppm (1300 µg/m <sup>3</sup> )
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>11</sup>			—
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>11</sup>			—
Lead <sup>12,13</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>			Same as Primary Standard
	Rolling 3-Month Average	—		0.15 µg/m <sup>3</sup>			
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards			
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence				
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography				

See footnotes on next page ...

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(Table 1, continued)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from  $15 \mu\text{g}/\text{m}^3$  to  $12.0 \mu\text{g}/\text{m}^3$ . The existing national 24-hour PM2.5 standards (primary and secondary) were retained at  $35 \mu\text{g}/\text{m}^3$ , as was the annual secondary standard of  $15 \mu\text{g}/\text{m}^3$ . The existing 24-hour PM10 standards (primary and secondary) of  $150 \mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour  $\text{SO}_2$  standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971  $\text{SO}_2$  national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ( $1.5 \mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present. Based on the map of naturally-occurring asbestos locations contained in A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos (California Department of Conservation, Division of Mines and Geology 2000), major ultramafic rock formations are not found within proximity to the proposed project site. As shown in Table 2, the Basin is currently classified as a nonattainment area under the CAAQS for 1-hour O<sub>3</sub>, 8-hour O<sub>3</sub>, PM<sub>2.5</sub> and PM<sub>10</sub>. The project area is currently classified as a nonattainment area under the NAAQS for 8-hour O<sub>3</sub> and PM<sub>2.5</sub>. The Basin is in attainment or unclassified for all other standards.

**Table 2. Attainment for the South Coast Air Basin**

Pollutant	Attainment Status	
	Federal	State
O <sub>3</sub> –8-hour	Nonattainment (Extreme)	Nonattainment
O <sub>3</sub> –1-hour	Nonattainment (Extreme)	Nonattainment
PM <sub>10</sub>	Attainment (Maintenance)	Nonattainment
PM <sub>2.5</sub>	Nonattainment (Serious)	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO <sub>2</sub>	Attainment/Maintenance	Attainment
SO <sub>2</sub>	Unclassifiable/Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Lead	Attainment/Unclassified	Attainment
Hydrogen Sulfide	No Federal Standard	Attainment

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

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

**Table 3. South Coast Air Quality Management District Construction and Operation-Related Emissions Thresholds of Significance**

Pollutant	Thresholds of Significance	
	Construction (pounds per day)	Operational (pounds per day)
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	150 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	NA
CO	550 lbs/day	55 lbs/day
Lead	3 lbs/day	NA

Source: South Coast Air Quality Management District 2016

## Environmental Consequences

### Construction Emissions

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

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and various other activities. Emissions from construction equipment also are anticipated and would include CO, NOx, volatile organic compounds (VOCs), directly-emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM10 and PM2.5, and small amounts of CO, SO2, NOx, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

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

In addition to dust-related PM10 emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO2, NOx, VOCs and some soot particulate (PM10 and PM2.5) in exhaust emissions. Construction activities will not increase traffic congestion in the area, so CO and other emissions from traffic would not temporarily increase slightly in the immediate area surrounding the construction site.

SO2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up

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



to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and CARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO<sub>2</sub>-related issues due to diesel exhaust will be minimal. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

Construction emissions of ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> were estimated using the Road Construction Emissions Model (Version 8.1.0) and presented in Table 4, which are compared to emission thresholds set by the SCAQMD (Appendix B). The road construction model is a public-domain spreadsheet model formatted as a series of individual worksheets. The model enables users to estimate construction emissions that would be generated during 3 months of construction using a minimum amount of project-specific information for import/export soil data, equipment usage and construction activities. The model estimates emissions for load hauling (on-road heavy-duty vehicle trips), worker commute trips, construction site fugitive PM<sub>10</sub> dust, and off-road construction vehicles. Although exhaust emissions are estimated for each activity, fugitive dust estimates are currently limited to the major dust-generating activities, which include grubbing/land clearing and grading/excavation. In addition, dust estimates do not account for any control measures required by the SCAQMD. As shown in Table 4, construction level ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions are less than the SCAQMD thresholds.

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

Pollutant	Thresholds of Significance	
	Road Construction Emissions Model Estimates	SCAQMD Threshold (pounds per day)
ROG	7.77 lbs/day	NA
NO <sub>x</sub>	84.72 lbs/day	100 lbs/day
PM <sub>10</sub>	14.23 lbs/day	150 lbs/day
CO	58.06 lbs/day	550 lbs/day

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

**Operational Emissions**

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

**Table 5. Daily Operational Emissions and Local Thresholds**

	2016	Opening Year (2019)		Future Year (2045)		SCAQMD Threshold (tons)
	Existing (tons)	No Build (tons)	Build (tons)	No Build (tons)	Build (tons)	
NO <sub>x</sub>	0.002	0.002	0.002	<0.001	<0.001	0.0275
PM <sub>10</sub>	<0.001	<0.001	<0.001	<0.001	<0.001	0.075
PM <sub>2.5</sub>	<0.001	<0.001	<0.001	<0.001	<0.001	0.0275
CO	0.010	0.008	0.009	0.004	0.005	0.275
ROG	<0.001	<0.001	<0.001	<0.001	<0.001	N/A

Note – NO<sub>x</sub> and ROG are ozone precursors  
 Source: SCAQMD 2015 and CT-EMFAC 2017

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

#### Regional Transportation Conformity

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

- d, e) **Less than Significant with Mitigation Incorporated.** The project would have less than significant impact with mitigation incorporated, on exposing sensitive receptors to substantial pollutant concentrations and creating objectionable odors. The closest sensitive receptors are residences located 400 feet west of the project area. Construction related impacts to air quality would be temporary in nature and with the inclusion of measures AQ-1, AQ-2, and AQ-3, these impacts are not considered to be significant.

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

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

- AQ-1:** The contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- AQ-2:** The contractor shall control dust by applying either water or dust palliative, or both.
- AQ-3:** The construction contractor shall implement control measures to reduce emissions of NOX, ROG, and PM<sub>10</sub>. The contractor shall:



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

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

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

### **Regulatory Setting**

#### **Federal Endangered Species Act**

The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. section 1531 et seq.) provides for the conservation of endangered and threatened species listed pursuant to Section 4 of the Act (16 U.S.C. section 1533) and the ecosystems upon which they depend. These species and resources have been identified by USFWS or National Marine Fisheries Service.

#### Executive Order 13186: Migratory Bird Treaty Act

EO 13186 (signed January 10, 2001) directs each Federal and State agency taking actions that could adversely affect migratory bird populations to work with USFWS to develop a Memorandum of Understanding that will promote the conservation of migratory bird populations. Protocols developed under the Memorandum of Understanding will include the following agency responsibilities:

- avoid and minimize, to the maximum extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- restore and enhance habitat of migratory birds, as practicable; and
- prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The EO is designed to assist Federal and State agencies in their efforts to comply with the Migratory Bird Treaty Act (MBTA) (50 Code of Federal Regulations [CFR] 10 and 21) and does not constitute any legal authorization to take migratory birds. Take is defined under the MBTA as "the action of or attempt to pursue, hunt, shoot, capture, collect, or kill" (50 CFR 10.12) and includes intentional take (i.e., take that is the purpose of the activity in question) and unintentional take (i.e., take that results from, but is not the purpose of, the activity in question).

#### California Endangered Species Act

The California Endangered Species Act (CESA) (California Fish and Game (CFG) Code Section 2050 et seq.) requires CDFW to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts the project or activity for which the application was submitted may have on the environment. CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over the project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an incidental take permit if issuance would jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].

#### Section 1602: Streambed Alteration Agreement

Under CFG Code 1602, public agencies are required to notify CDFW before undertaking any project that will divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Preliminary notification and project review generally occurs during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, CDFW is required to propose reasonable project changes to protect the resources. These modifications are formalized in a Streambed Alteration Agreement that becomes part of the plans, specifications, and bid documents for the project.

#### Section 3503 and 3503.5: Bird and Raptors

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. Trees and shrubs are present in and adjacent to the study area and could contain nesting sites.

### Section 3513: Migratory Birds

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

### Western Riverside County Multiple Species Habitat Conservation Plan

Statewide, multi-jurisdictional comprehensive habitat conservation planning efforts were initiated under the umbrella of the Natural Community Conservation Plan (NCCP) Act of 1991. The NCCP program creates a process for the issuance of federal and state permits and other authorizations under FESA and CESA, and the state's NCCP. The Riverside County NCCP region is composed of two subregional multiple habitat/multiple species planning programs. The BSA is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Temescal Canyon Area Plan.

The project must comply with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (County of Riverside 2003). The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan (HCP) focused on the conservation of species and their associated habitats in western Riverside County. The goal of the plan is to maintain biological and ecological diversity through conservation of open space and 146 covered species.

The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act (FESA), as well as a NCCP under the NCCP Act of 2001. The approval of the MSHCP and execution of the Implementing Agreement by the wildlife agencies allows participating jurisdictions to authorize "take" of all plant and wildlife species covered by the MSHCP. Therefore, compliance with the requirements of Section 6.0 of the MSHCP is intended to provide full mitigation under CEQA, FESA, and CESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the resource agencies. The project is a covered activity under the MSHCP documented in Section 7.3 Covered Activities inside Criteria Area (MSHCP 2003). Construction guidelines in Section 7.5.3 and BMPs in Appendix C of the MSHCP will apply as avoidance, minimization, and mitigation measures.

### Oak Tree Preservation

As designated in the Riverside County General Plan (Riverside County 2015), oak woodland areas provide habitat and maintain character to Temescal Canyon. Riverside County's goal of this preservation is to protect this natural resource in order to preserve the character and natural habitats in Temescal Canyon. The County will be in compliance with Policy Temescal Canyon Area Plan 17.1 *Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by the County of Riverside*. Additionally, the County of Riverside 2016 Temescal Canyon Oak Tree Corridor Study (Riverside County 2016) will be referenced for a comprehensive list of health status, implementation of oak tree identification tags, and oak tree hazard evaluations for all oak trees within the project area along Temescal Canyon Road.

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

##### **Affected Environment**

Literature research and habitat assessments determined that special status wildlife species have the potential to occur within the project vicinity (Appendix C). Prior to field surveys, a Biological Study Area (BSA) was defined as the proposed project impact area and an approximate 100 foot buffer to accommodate minor changes to project limits or

design. On April 4th, 2016 the BSA was surveyed for presence of regional special status species. No special status species were observed or are presumed present within the BSA; however, 6 special status species, coastal horned lizard (*Phrynosoma blainvillii*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), burrowing owl (*Athene cunicularia*), western mastiff bat (*Eumops perotis californicus*), least Bell's vireo (*Vireo bellii pusillus*) and coastal California gnatcatcher (*Polioptila californica californica*) have a low or moderate potential to occur within the vicinity of the BSA. Migratory birds also have the potential to occur within the vicinity of the BSA.

#### Burrowing Owl

Burrowing owl is not listed as a Federally or State listed species, but is a CDFW Species of Special Concern and a covered species within the MSHCP. The burrowing owl is a small, migratory owl found in various habitats throughout North America. Habitat requirements for burrowing owls consist of arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Friable soils are also important habitat requirements for this species. Typically, the species occupies old small mammal burrows, but has been known to utilize pipes, culverts and nest boxes when preferred burrows are absent. Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Breeding season takes place from February 1 to August 31 and wintering takes place from September 1st to January 31st and breeds from March to August (CDFW 2012). The burrowing owl is a year round species of California and occurs throughout the state up to 5,300 feet where appropriate habitat occurs (Zeiner 1988-1990, CNDDDB 2015).

#### Coastal Horned Lizard

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

#### Coastal Whiptail

The coastal whiptail is not a state or federally listed species, but is a CDFW Species of Special Concern and is a covered species within the MSHCP. The species is found in hot, dry areas with sparse foliage and open areas in forests, woodland, chaparral and riparian areas below 7,000 feet. The species is diurnal spending time foraging for food including termites as well as other lizards, insects, spiders, scorpion and small animals. The species breeding season is May to August (Californiaherps 2016).

#### Western Mastiff Bat

The western mastiff bat is not a state or federally listed species, but is a CDFW Species of Special Concern. The species inhabits many open, semi-arid to arid habitats with conifer and deciduous woodlands, coastal scrub, grasslands and chaparral habitats. The species requires day roosting sites with open, rugged, rocky areas with crevices. However, the species also are found roosting in high buildings, trees, and tunnels with a minimum 10 foot vertical drop. Breeding occurs between April through September (Zeiner 1990).

### Least Bell's Vireo

Least Bell's vireo is listed as a federally and state endangered species, CDFW Species of Special Concern, and a covered species within the MSHCP. The least Bell's vireo is a neotropical migratory songbird that breeds in California and winters in Mexico primarily. Currently, it is largely restricted as a breeder to Southern California from Santa Barbara and San Bernardino Counties southward and in northwestern Baja California. Habitat for the least Bell's vireo consists typically of multi-layered riparian habitat that consists of a combination of mule fat and willows (*Salix* sp.) of varying heights (USFWS 1998). The habitat vireos prefer typically is fairly open and incorporates a high number of "edge" features where the riparian habitat meets open water or open sand bars. This species utilize both heavy understory and high canopy areas as foraging habitat. In addition, habitats for this species always have a high degree of herbaceous understory, which is used as nesting material (USFWS 1998). Nesting occurs in a variety of riparian plant species such as willows, mule fat, and Fremont's cottonwood (USFWS 1998). The greatest threats to least Bell's vireo are parasitism by the brown headed cowbird (*Molothrus ater*) and loss of riparian habitat (all about birds 2016).

### Coastal California Gnatcatcher

Coastal California gnatcatcher is listed as a federal threatened species and is a CDFW Species of Special Concern. The coastal California gnatcatcher is a non-migratory songbird that occurs in coastal regions of southern California and northern Baja California, Mexico. Habitat primarily associated with coastal California gnatcatcher includes Venturan, Diegan, and Riversidean coastal scrub communities. These coastal scrub communities are made up of less than 3 feet tall drought-deciduous shrubs (USFWS 2010). Nesting occurs often in California sagebrush within coastal scrub communities. Dispersal of the species requires contiguous, undisturbed habitat or fragmented and highly disturbed sage scrub habitats. The greatest threats to coastal California gnatcatcher habitat are urban and agriculture development, as well as habitat fragmentation and nest parasitism by brown headed cowbird (USFWS 2010).

## Environmental Consequences

### Burrowing Owl

A majority of the project is located within the MSHCP Burrowing Owl Survey Area and during the April 2016 biological surveys, friable soils and open areas with sparse vegetation were observed. Consistent with the 2011 findings, the BSA contains minimal stock piling and mammal burrows suitable for burrowing owl. However, as marginal burrowing owl habitat is present on-site and the project is within the MSHCP Burrowing Owl Survey Area, a focused burrow survey was performed in June/July of 2017. Focused burrow surveys were consistent with the guidelines provided in the WRCRCA's 2005 *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*. No occupied or historically occupied burrowing owl burrows were observed within the proposed project boundary or the approximate 500-foot survey area. Further, consistent with the WRCRCA's 2005 *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*, four focused burrowing owl presence/absence surveys were performed during the breeding season (February 1- August 31) of 2017. No burrowing owls or burrowing owl burrows (active or historic) were observed during any of the 2011, 2016 or 2017 surveys. Based on the survey results, burrowing owls do not currently occupy the site nor is there evidence that the species has historically occupied the site or within 500 feet of the project site. Should burrowing owl occupy the project vicinity in the future, occupation is

anticipated to be limited to transient or wintering burrowing owls. Based on the survey results, the species has a low/moderate potential to occur within the BSA. Although no burrowing owls or burrowing owl sign was observed during survey efforts, as the project is within the MSHCP Burrowing Owl Survey Area, species specific surveys would be conducted prior to construction. Species specific surveys conducted prior to construction, compliance with the MSHCP and implementation of BIO-11 and BIO-12 will minimize and avoid potential impacts to burrowing owl.

#### Coastal Horned Lizard

During the April 2016 biological surveys, portions of the Temescal Wash and associated floodplain were observed to be broadly consistent with the habitat requirements of coast horned lizard; containing sandy friable flood plain soils with scattered shrubs. Areas outside of the Temescal Wash and associated floodplain are heavily disturbed by industrial development with compacted soils and limited vegetation, reducing habitat value in these areas. The species was not observed during biological surveys; however, based on presence of potentially suitable habitat and documented occurrences of the species approximately 0.8 miles south of the Project along Temescal Wash, the species is considered to have a low/moderate potential to occur within the BSA. To minimize and avoid potential impacts to wildlife, BIO-3, BIO-6 and BIO-15 will be implemented.

#### Coastal Whiptail

During the April 2016 biological surveys, potential coastal whiptail habitat was observed. Even though the BSA lacks washes, sandy areas, or the vegetative communities commonly associated with the species; the project area is in close proximity to the Temescal Wash. The species has a low/moderate potential to occur within the BSA based on the nearest occurrence of the species approximately 1 mile south of the project along the Temescal Wash. To minimize and avoid potential impacts to wildlife, BIO-3, BIO-6 and BIO-15 will be implemented.

#### Western Mastiff Bat

The BSA lacks open, rugged, rocky areas with crevices; however, the site is located in a semi-arid habitat with well-established tall trees allowing the required vertical drop for the species. Trees within the project area include well established eucalyptus trees, palm trees, oak trees, and sycamore trees. During the April 2016 biological surveys, potentially suitable western mastiff bat roosting habitat was observed. Based on potential roosting tree habitat and the nearest occurrence of the species is approximately 3 miles northeast of the project area in the Cajalco Tin Mine; the species has a low/moderate potential to occur. To minimize and avoid impacts to western mastiff bat, pre-construction bat surveys on trees with potential roosting habitat will be conducted. To minimize and avoid potential impacts to bats, BIO-14 will be implemented.

#### Least Bell's Vireo

The BSA contains a small disturbed riparian scrub habitat with dry drainage waters adjacent to the Temescal Wash. Mule fat and willows vegetation associated with the species was observed; however, no least Bell's vireo were observed during the field surveys. However, the species has a low potential to occur within the BSA based on the project's proximity to the Temescal Wash. With the implementation of avoidance and minimization measures BIO-3, BIO-6, BIO-9 and BIO-10 no take of least Bell's vireo is anticipated.



#### Coastal California Gnatcatcher

The BSA contains isolated, fragmented disturbed coastal sage scrub habitat between Interstate 15 and Temescal Canyon Road. This habitat is extremely fragmented and isolated from local coastal sage scrub habitat is not anticipated to support a breeding population. The documented nearest occurrence is approximately 0.85 miles northeast within the Olsen Canyon along continuous, undisturbed coastal sage scrub with adjacent riparian habitat. The species is considered to have a low potential to occur within the BSA due to documented occurrences of the species within 1 mile of the Project and presence of fragmented marginal coastal sage scrub within the BSA. With the implementation of avoidance and minimization measures BIO-3, BIO-6, BIO-9, and BIO-10, no take of coastal California gnatcatcher is anticipated.

#### Special Status Plant Species

Preliminary literature research determined the BSA contains potential suitable coastal sage scrub habitat for special status plant species. Literature review and database searches identified 22 special status plant species with potential to occur within the vicinity of the project as well as species documented in the MSHCP within Criteria Area and Narrow Endemic Plant survey areas. The specific soil and habitat requirements of each species as well as known occurrences of each species were further researched. Soil types within the BSA were identified and compared to soil requirements for each species. During the spring blooming season, on April 4th, 2016 Dokken biologistsCarolynn Daman and Scott Salembier conducted rare plant surveys of the BSA. Based on habitat assessments, soil maps, recorded occurrences of regional special status plant species, and focused botanical surveys results, no NEPSSA, Criteria Area Species or other special status plant species occur within the BSA.

#### Migratory Nesting Birds

Native birds, protected under the Migratory Bird Treaty Act (MBTA) and similar provisions under California Fish and Game (CFG) code, currently nest or have the potential to nest within the BSA and the project impact area. During April 2016 biological surveys, habitat for nesting birds was identified within the BSA. The BSA contains interior live oaks, a small heavily disturbed riparian habitat, and numerous other large trees and shrubs suitable for nesting birds. To minimize and avoid potential impacts to migratory birds BIO-9 and BIO-10 will be implemented.

#### Conclusion

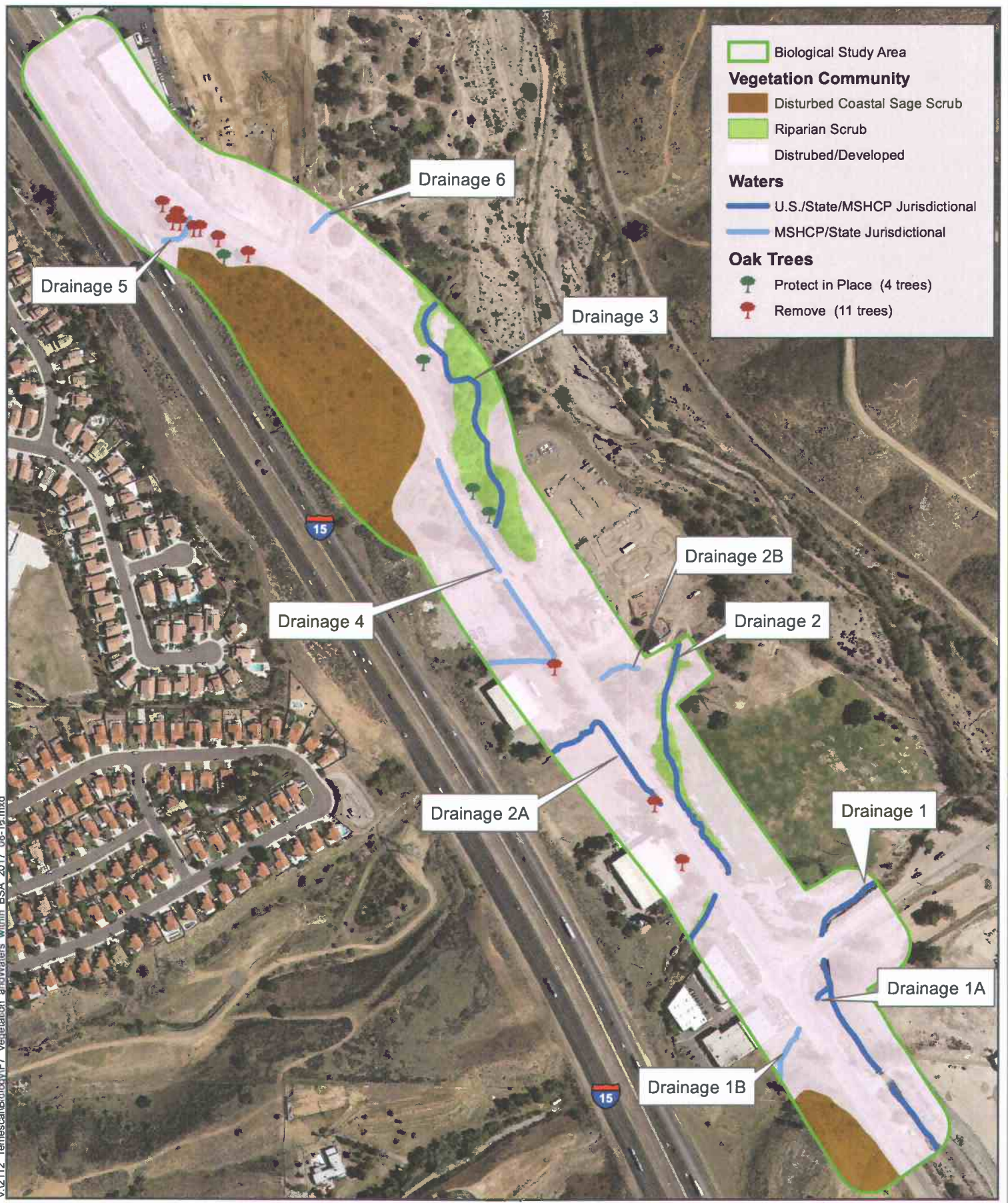
None of these species were observed during biological surveys and no direct impacts of sensitive wildlife species are anticipated. The project is currently undergoing agency review of the JPR to evaluate all potential effects to federal and state listed species and MSHCP covered species. Findings from the JPR will be used to address any Section 7 consultation obligations with the USFWS for MSHCP covered species. Mitigation for covered species will occur according to USFWS and CDFW recommendation. Implementation of measures BIO-1 through BIO-3 and BIO-6 will further minimize or avoid any impacts to special status species habitat within the MSHCP.

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

#### Affected Environment

A BSA is shown in Figure 7 Waters and Vegetation Communities within the BSA. The BSA encompasses roughly 45 acres along Temescal Canyon Road. The BSA was





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Source: ESRI Aerial Online; Dokken Engineering 8/21/2017; Created By: astorck



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



delineated with an approximate 50-foot buffer around all permanent and temporary impacts including staging areas, access roads, and temporary detour routes.

The landscape within the BSA is dominated by hardscape adjacent to natural riparian and coastal scrub communities. Habitats of concern within the BSA consist of disturbed coastal sage scrub, riparian scrub and waters that drain into the Temescal Canyon Wash. Biological surveys were conducted to assess natural communities and potentially sensitive biological resources within the BSA.

The project is also located within the boundaries of the Western Riverside MSHCP and is a Covered Activity under the MSHCP. The MSHCP provides mitigation opportunities for projects that would impact covered biological resources. Sensitive habitats are those that are considered rare within the region or are considered sensitive under the MSHCP (MSHCP 2003) and CDFW. The following habitats were classified within the 45-acre BSA. Classification is based on CDFW's *A Guide to Wildlife Habitats of California* (CDFG 1988) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP 2000) (see Figure 7 Waters and Vegetation Communities within the BSA).

#### Disturbed/Developed Land

Disturbed/developed lands typically occur in areas of existing roadways, landscaping and urban development. Approximately 35 acres of the BSA is disturbed/developed land habitat and consists of the existing roadway, development, urban landscaping, and non-native plant communities. The eucalyptus (*Eucalyptus* sp.) trees, cape ivy (*Hedera canariensis*), and oleander (*Nerium oleander*) shrubs growing along the east side of Temescal Canyon Road were likely installed as landscaping plants or are escaped cultivars that have invaded otherwise native plant communities. Additionally, a patch of prickly pear cactus species (*Opuntia* sp.) and row of fan palm (*Washingtonia robusta*) trees grow along the west side of Temescal Canyon Road. Non-native communities are also common in developed areas, often occurring along roadsides and in disturbed areas. Along the boundaries of the road improvement project site, this community is best classified as ruderal. A ruderal community occupies open areas and roadsides often on heavily compacted soils. Species observed include common fiddleneck (*Amsinckia intermedia*), castorbean (*Ricinus communis*), black mustard (*Brassica nigra*), red-stemmed filaree (*Erodium cicutarium*), foxtail brome (*Bromus madritensis*), common pineapple weed (*Chamomilla suaveolens*), Russian-thistle (*Salsola tragus*), common sow-thistle (*Sonchus oleraceus*), and cocklebur (*Xanthium strumarium* var. *canadense*).

#### Riparian Scrub

Riparian scrub is considered a sensitive and regulated habitat under the MSHCP and CDFW. Riparian scrub typically consists of one or more deciduous tree species and understory of shrubs adjacent to a stream, creek, pond or other water source. Typical riparian scrub community species includes Fremont's cottonwood (*Populus fremontii*), elderberry species, coast live oak (*Quercus agrifolia*), wild grape (*Vitis girdiana*), giant reed (*Arundo donax*), mule fat (*Baccharis salicifolia*) and willow species (*Salix* sp.). Native species observed in this community within the BSA includes: mule fat, arroyo willow (*Salix lasiolepis*), poison oak (*Toxicodendron diversilobum*), stinging nettle (*Urtica dioica*), and blue elderberry (*Sambucus nigra* ssp. *caerulea*). However, the riparian habitat within the BSA is highly disturbed and is strongly influenced by a large amount of non-native species including castor bean, red gum eucalyptus (*Eucalyptus camaldulensis*), silver dollar eucalyptus (*Eucalyptus polyanthemos*), tamarisk (*Tamarix ramosissima*), giant reed (*Arundo donax*), and tree tobacco (*Nicotiana glauca*). Within

the BSA, the riparian scrub communities are located adjacent to ephemeral drainages with most occurring east of Temescal Canyon Road. Approximately 3 acres of riparian scrub exists within the BSA.

#### Disturbed Coastal Sage Scrub

Coastal sage scrub habitat is considered a sensitive and regulated habitat under the MSHCP. However, the project is surrounded by industrial and transportation development and is not located in area identified for coastal sage scrub habitat preservation by the MSHCP. Coastal sage scrub habitat is characterized with low-saturated and drought-deciduous shrubs. It is typically found on xeric sites, notably steep, south-facing slopes with thin and/or rocky soils. Typical coastal sage scrub community shrub species include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), California brittlebush (*Encelia californica*), elderberry species (*Sambucus* sp.), California cholla (*Cylindropuntia californica*) and several sage species (*Salvia* sp.).

Dispersed coast live oak trees are located in the northern portion of the BSA. These oaks may be remnants of an oak woodland/coastal sage scrub habitat mosaic that existed prior to construction of Temescal Canyon Road and the freeway. However, the oaks are considered part of the urban landscaping due to a lack of woodland characteristics (see Figure 7 Waters and Vegetation Communities within the BSA).

A small amount of disturbed coastal sage scrub is present within the northern and southern portions of the BSA. This habitat is likely a remnant sliver of the I-15 and Temescal Canyon Road construction and is extremely fragmented and isolated from the healthy, contiguous habitat located east of the Temescal Wash. Dominant species observed in this community within the BSA includes California sagebrush, California buckwheat, laurel sumac, common fiddleneck, white sage (*Salvia apiana*), black mustard, and Maltese star thistle (*Centaurea melitensis*). Coastal sage scrub is considered a sensitive community type by the MSHCP (MSHCP 2003). Intact coastal sage scrub is generally regarded as sensitive due to the high number of sensitive species that depend on this habitat regionally and the continued threats from urban expansion. Coastal sage scrub has been afforded region-wide protection under the MSHCP through protections for covered plant and wildlife species. During the 2016 surveys, migratory bird species were observed within the habitat; however, no sensitive species were observed.

#### Environmental Consequences

The project would permanently affect portions of the disturbed coastal sage scrub onsite to accommodate the roadway widening and grading. However, during the development of the MSHCP, future effects to coastal sage scrub were taken into account regionally and prime areas for conservation were identified. Habitat within the MSHCP preserve system would ensure no substantial loss of coastal sage scrub habitat within the region. The project is not within a quality coastal sage scrub habitat area and would not warrant acquisition under the MSHCP. No compensatory mitigation is required or proposed for project impacts to the remnant disturbed coastal sage scrub. MSHCP Appendix C BMP's will be implemented under BIO-1 and BIO-2 to reduce any potential impacts to coastal sage scrub habitat to less than significant.

The project would permanently impact 0.26 acres and temporarily impact 0.27 acres of riparian scrub habitat. BIO-1 will limit the footprint as feasible. Impacts to natural riparian vegetation are considered temporary because the areas can be restored by implementing measure BIO-2 and BIO-3. Impacts to natural communities are less than significant.

Protective measures BIO-4, BIO-5, and BIO-18 will be included in the project plans to ensure that invasive species are not introduced or spread.

Best Management Practices (BMPs) will be incorporated into project design and project management to minimize impacts on the environment including reduction of sedimentation and release of pollutants (oil, fuel, etc.). Examples of minimization efforts include the use of silt-fencing, temporary energy dissipation facilities, and wattles. Implementation of the following BMPs will reduce the potential for impacts from occurring outside of the construction footprint.

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

**Affected Environment**

A preliminary jurisdictional delineation was conducted on April 4th, 2016 to identify jurisdictional waters of the U.S. and State within the BSA. Waters of the U.S. includes all surface waters that meet one of the regulatory definitions below<sup>2</sup>:

1. All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:
  - a) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
  - b) (From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
  - c) Which are used or could be used for industrial purposes by industries in interstate commerce;
4. All impoundments of waters otherwise defined as waters of the United States under this definition;
5. Tributaries of waters identified in paragraphs (s)(1) through (4) of this section;
6. The territorial sea;
7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (s)(1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not waters of the United States.

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<sup>2</sup> Regulatory Definition of "Waters of the United States" pursuant to 40 CFR 230.3(s).



The jurisdictional boundary of Waters of the U.S. is the ordinary high water mark (OHWM). All drainage features with a defined OHWM and uninterrupted connectivity to Temescal Canyon Wash are considered waters of the U.S. and are mapped in Figure 7.

Natural drainages are no longer present along the boundaries of the road improvement project site. Historically, intermittent and ephemeral drainages flowed unaltered from the foothills of the Santa Ana Mountains into Temescal Wash. Subsequently, the natural flows of these drainages were channelized or culverted at roadway crossings and parcel boundaries.

Two USACE jurisdictional ephemeral drainages (Drainage 2A and Drainage 2) were found on the west side of Temescal Canyon Road. These features originate from natural topographical drainages west of I-15 and flow through the BSA into the Temescal Canyon Wash. They cross under Temescal Canyon Road through culverts and converge on the east side where they merge with runoff from Temescal Canyon Road. Additional USACE jurisdictional ephemeral drainage features (Drainage 1, Drainage 1A, Drainage 2 and Drainage 3) were found on the east side that flow directly into the Temescal Canyon Wash. Within the BSA, Riparian scrub vegetation is associated with Drainage 2 and Drainage 1. Several non-USACE jurisdictional, man-made roadside ditches are also present within the BSA, which only collect sheetflows from I-15 and Temescal Canyon Road. These features (Drainage 1B, 2B, 4, 5 and 6) are considered MSHCP unvegetated riverine and Waters of the State. These features are under jurisdiction of CDFW and/or the MSHCP.

#### Drainage 1 and 1A

Drainage 1 and 1A were observed and mapped within the BSA during preliminary jurisdictional delineation. These features are considered to be waters of the U.S. and State/MSHCP due to direct surface connectivity with the Temescal Canyon Wash that originates from a historically natural topographical drainage, and presence of a distinct OHWM. The features have a defined channel, sand and river rock substrate with sparse scrub vegetation in-channel and along its banks. The feature flows north and terminates into the Temescal Canyon Wash. Approximately 50 feet north of the channels culvert undercrossing of Dawson Canyon Road the channel is concrete lined. The channel spans approximately 10-20 feet wide. A total of approximately 0.33 acres (900 linear feet) of Drainage 1 is mapped within the BSA (Figure 7 Waters and Vegetation Communities within the BSA).

#### Drainage 2 and 2A

Drainage 2 was observed and mapped within the BSA during the preliminary jurisdictional delineation. Drainage 2 is considered a water of the U.S. and State/MSHCP due to its connectivity to the Temescal Canyon Wash, originates from a historically natural topographical drainage, and presence of a distinct OHWM. Several culverts and pipes convey the feature from the west side of Temescal Canyon Road under the roadway to additional drainages. The feature has a defined channel partially maintained (lack of in-channel vegetation), earthen bottomed with sand and rocks, and disturbed riparian vegetation overhanging the channel east of Temescal Canyon Road. A total of approximately 0.05 acres (830 linear feet) of Drainage 2 is mapped within the BSA.

Drainage 2A is a channelized drainage feature that flows into Drainage 2 east of Temescal Canyon Road and is considered a water of the U.S. and State/MSHCP due to its connectivity to the Temescal Canyon Wash. In addition, the channel is a relocated



and channelized natural drainage, with natural stream channel form west of I-15. The portion of the feature adjacent to Temescal Canyon Road is heavily maintained (lack of in-channel vegetation) to the culvert undercrossing of Temescal Canyon Road. A total of approximately 0.03 acres (530 linear feet) of Drainage 2A is mapped within the BSA.

Drainage 3

Drainage 3 was observed and mapped within the BSA. Drainage 3 is considered a water of the U.S. and State/MSHCP because it has direct connectivity to the Temescal Canyon Wash, it originates from a historically natural drainage, and contains a distinct OHWM. The drainage has been maintained with a natural bottom and dense riparian vegetation overhanging the channel. A total of approximately 0.07 acres (850 linear feet) of Drainage 3 is mapped within the BSA.

**Environmental Consequences**

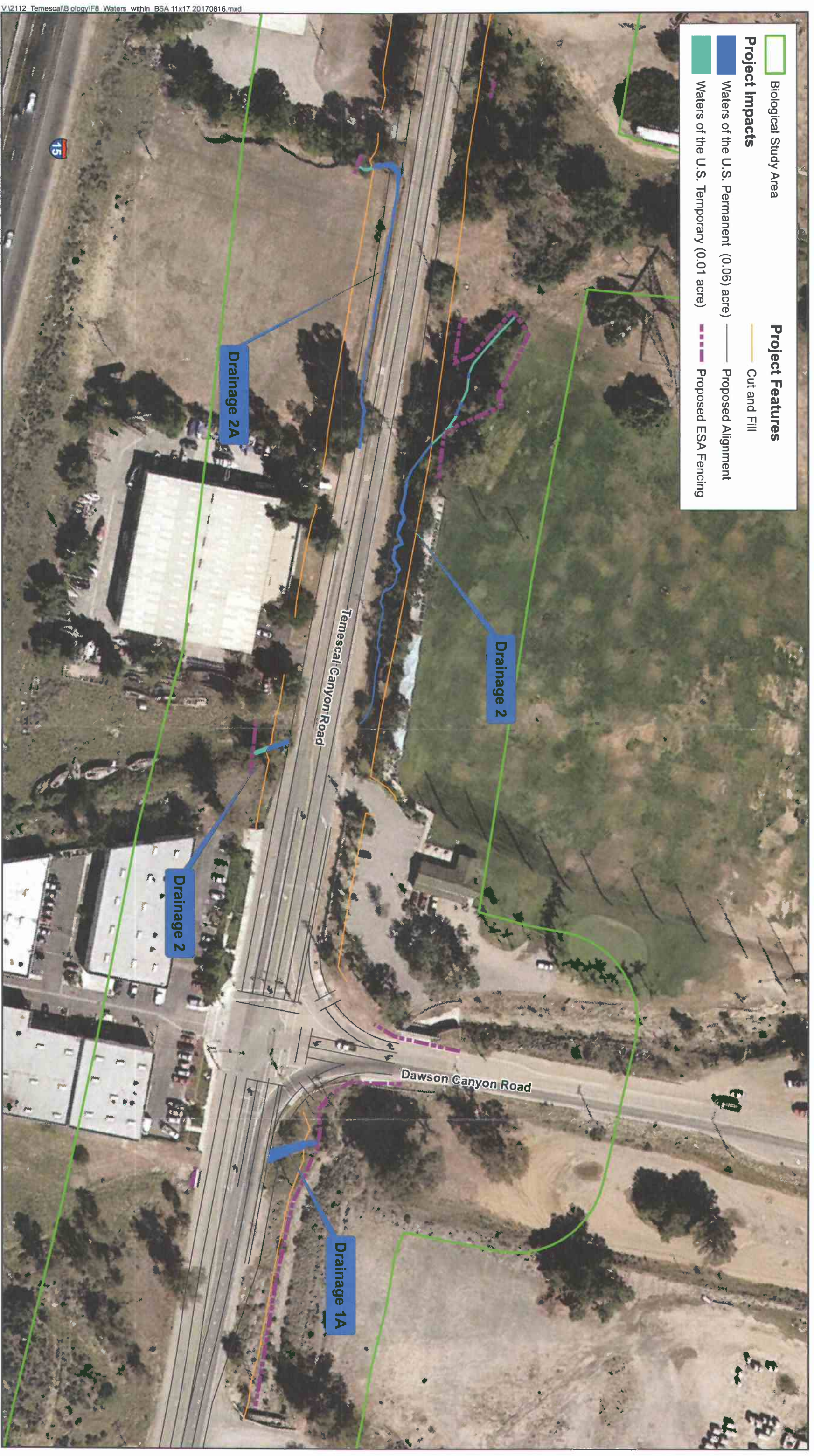
The project is anticipated to permanently impact 0.06 acres of the waters of the U.S. (USACE jurisdictional drainages) and temporarily impact less than 0.01 acres of the waters of the U.S. (Table 6 and Figure 8. Project Effects to Waters of the U.S.).

**Table 6. Project Effects to Waters of the U.S.**

<b>Waters of the U.S.</b>	<b>Permanent Impacts (Acres)</b>	<b>Temporary Impacts (Acres)</b>
Drainage 1	0	0
Drainage 1A	0.02	0
Drainage 2	0.02	<0.01
Drainage 2A	0.02	<0.01
Drainage 3	0	0
<b>Total</b>	<b>0.06</b>	<b>&lt;0.01</b>

- d) **Less than Significant with Mitigation Incorporated.** As documented in the Biological Resources Report (2017), fish species are presumed absent in the BSA. Interference with the movement of migratory fish would not occur. Native birds, protected under the MBTA and similar provisions under CFG code, currently nest or have the potential to nest within the BSA and the project impact area. During the biological surveys, evidence of potentially suitable nesting habitat was observed within the shrubs and trees adjacent to the proposed project BSA. Measure BIO-9 and BIO-10 would avoid significant impacts on migratory nesting birds.
  
- e) **Less than Significant with Mitigation Incorporated.** The project is anticipated to require the removal of an approximate total of 11 oak trees located throughout the project area, all of which were evaluated by a certified arborist to be in fair or better health as part of the County’s 2016 Temescal Corridor Oak Tree Study (Riverside County 2016). None of these oak trees are located adjacent to jurisdictional waters. While no CDFW jurisdictional oak trees have been identified for removal, should any oak trees be identified within CDFW jurisdiction in the future, CDFW mitigation requirements would apply. All other oaks removed by the project would be replaced pursuant the County’s goal of oak replacement and are proposed to be replanted off-site at a 1:1 ratio. Mitigation ratios for trees within CDFW jurisdiction (which include but are not limited to oaks) will be determined during the environmental permitting phase. To minimize impacts to native oaks, the project will comply with measures BIO-7 and BIO-8 to reduce impacts to trees to a less than significant level.





**FIGURE 8**

**Project Impacts to Waters of the U.S.**  
 Temescal Canyon Road Widening Project- Dawson Canyon Segment  
 Riverside County, California



- f) **Less than Significant with Mitigation Incorporated.** The project is located within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and is a Covered Activity<sup>3</sup> under the MSHCP. The majority of the project is located within the Temescal Wash West Temescal Canyon Area Plan (SU3), a subunit of the greater Western Riverside County MSHCP. The project also occurs within Criteria Cells 2931 and 3035, which includes a Narrow Endemic Plant Species Survey Area (NEPSSA), Burrowing Owl Survey Area, and the Criteria Species Survey Area. However, the proposed project is not within MSHCP Public/Quasi Public (P/QP) Lands, MSHCP Conservation Areas, MSHCP Core Areas, Core Linkages or Reserve Assembly areas (Figure 10).

The MSHCP provides mitigation opportunities for projects that would impact covered biological resources. To ensure consistency with the MSHCP, measures within this document follow the MSHCP requirements found in the plan. Sensitive habitats are those that are considered rare within the region or are considered sensitive under the MSHCP (MSHCP 2003) and CDFW. In general, sensitive habitats within the MSHCP are afforded protection via general and specific measures for the many covered plant and wildlife species. However, special consideration is given to coastal sage scrub and Riparian/Riverine areas under the MSHCP.

Following evaluation of MSHCP Riverine/Riparian areas, the proposed project is anticipated to permanently impact approximately 0.34 acres of MSHCP Riverine/Riparian (0.08 acres of MSHCP Riverine drainages and 0.26 acres of MSHCP Riparian). In addition, the project will temporarily impact approximately 0.28 acres of MSHCP Riverine/Riparian (0.01 acre of MSHCP Riverine drainages and 0.27 acre of MSHCP Riparian). Table 7 below, and Figure 9 display the project's anticipated impacts.

**Table 7. Project Effects to MSHCP Riparian/Riverine**

Features	MSHCP Riverine		MSHCP Riparian	
	Permanent Impacts (Acres)	Temporary Impacts (Acres)	Permanent Impacts (Acres)	Temporary Impacts (Acres)
Drainage 1	-	-	-	-
Drainage 1A	0.02	-	-	-
Drainage 1B	-	-	-	-
Drainage 2	0.02	<0.01	0.21	0.19
Drainage 2A	0.02	<0.01	-	-
Drainage 2B	-	-	-	-
Drainage 3	-	-	0.05	0.08
Drainage 4	0.02	<0.01	-	-
Drainage 5	<0.01	<0.01	-	-
Drainage 6	0	0	0	0
<b>Total</b>	<b>0.08</b>	<b>0.01</b>	<b>0.26</b>	<b>0.27</b>

<sup>3</sup> Certain activities carried out or conducted by Permittees, Participating Special Entities, Third Parties Granted Take Authorization and others within the MSHCP Plan Area, and described in Section 7 of the MSHCP, Volume I, that will receive Take Authorization under the Section 10(a) Permit and the NCCP Permit, provided these activities are otherwise lawful.





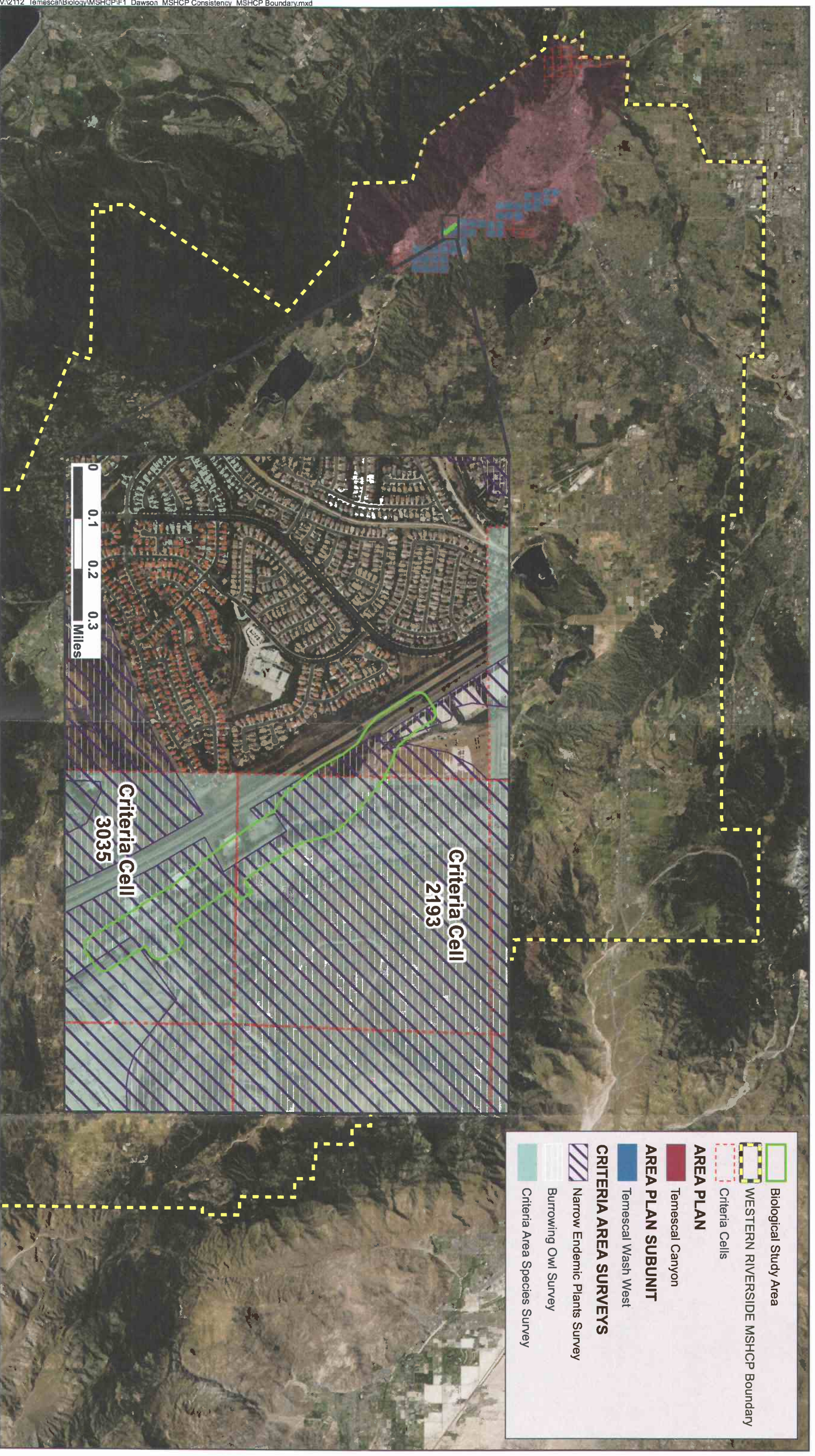
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 Source: USA Topo Maps Online; Docken Engineering 8/23/2017; Created By: angelas



**FIGURE 9**  
**Project Impacts to Riverine/Riparian and Waters of the State**  
 Temescal Canyon Road Widening Project- Dawson Canyon Segment  
 Riverside County, California



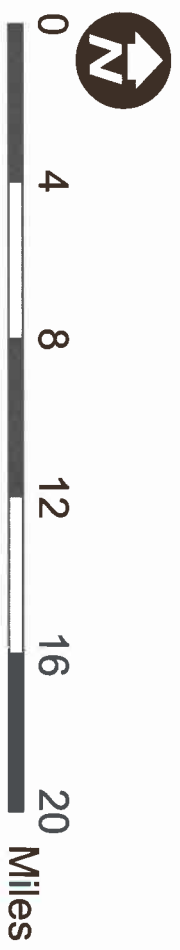
Source: USA Topo Maps Online; Dokken Engineering 3/7/2017; Created By: angelas



- Biological Study Area
- WESTERN RIVERSIDE MSHCP Boundary
- Criteria Cells
- AREA PLAN**
- Temescal Canyon
- AREA PLAN SUBUNIT**
- Temescal Wash West
- CRITERIA AREA SURVEYS**
- Narrow Endemic Plants Survey
- Burrowing Owl Survey
- Criteria Area Species Survey

**FIGURE 10**

**MSHCP Boundary Within the Project Area**  
 Temescal Canyon Road Widening Project- Dawson Canyon Segment  
 Riverside County, California





until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.

**CR-3:** An Archaeological Resources Discovery and Monitoring Plan and an Archaeological Resources Treatment Plan shall be prepared and implemented prior to project construction to protect the identified archaeological resource(s) or tribal cultural resources from damage and destruction during construction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) or tribal cultural resources in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered archaeological or tribal cultural resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the Riverside County Transportation Department. If the collections and associated records are donated to a curation facility, the facility shall be located within the Riverside County and shall meet federal standards per 36 CFR Part 79. A final report containing archaeological monitoring results and the significance and treatment findings (Archaeological Monitoring Results/Data Recovery Report) shall be prepared by the archaeologist and submitted to the Riverside County Transportation Department, the Eastern Information Center, and the appropriate Native American Tribe.

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

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

**Regulatory Background**

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

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

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

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

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

#### **Affected Environment**

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

TCR identification efforts were conducted to determine whether a TCR, as defined by PRC § 21074(a), would be impacted by the project. These efforts included background research, a search of archaeological site records and cultural survey reports on file at the North Central Information Center (NCIC), literature and map review, a review of the Sacred Lands File by the NAHC, efforts to coordinate with Native American Tribal Governments, and a pedestrian field survey. The only site identified within the APE has been previously recommended to be not eligible for the National Register/California Register. On February 24, 2016 initial consultation letters were sent to the Native American tribal governments on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the tribal governments might have about the project and whether any traditional cultural properties, TCRs, or other resources of significance would be affected by implementation of the project. Letters were sent to the following tribal governments:

- Augustine Band of Cahuilla Mission Indians
- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva Nation
- Juaneno Band of Mission Indians Acjachemen Nation
- Juaneno Band of Mission Indians
- Los Coyotes Band of Mission Indians
- Pechanga Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- San Luis Rey Band of Mission Indians

- Santa Rosa Band of Mission Indians
- Soboba Band of Mission Indians
- Tongva Ancestral Territorial Tribal Nation
- William Pink, representative of the Luiseno

The NAHC list also identified the following six additional tribes not included in the above list: the Agua Caliente Band of Cahuilla Indians, Cabazon Band of Mission Indians, La Jolla Band of Luiseno Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Rincon Band of Mission Indians, and the Torres-Martinez Desert Cahuilla Indians. These tribes were not sent initial notification letters because during February 4 and 9 2016 consultation efforts undertaken for a separate project located less than 1 mile to the north, the Temescal Canyon Road Widening Project - Dos Lagos Segment, each of these six tribes stated that the Temescal Canyon area is outside the tribe's traditional use area. As a result, these six tribes were not contacted during consultation efforts for the Dawson Segment since the project area is located outside each tribe's area of concern.

A follow-up telephone call was placed to all letter recipients who did not reply within 30 days of the letter. A voicemail message with project details and contact information was left for all letter recipients who could not be reached via telephone. The Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Pechanga Band of Mission Indians, Soboba Band of Luiseno Indians, and the Tongva Ancestral Territorial Tribal Nation all expressed concerns that the project could affect previously undocumented Native American cultural resources. The Pechanga Band of Mission Indians also relayed that Temescal Canyon Road is part of a Traditional Cultural Landscape. A full log of all contact with Native American groups under AB 52 is included as Appendix D.

### **Environmental Consequences**

During the project's Native American consultation, several Native American tribes expressed concern regarding the project's potential to impact Native American resources during construction which may be buried beneath the existing ground surface. While two shovel test pits and geotechnical bearings were excavated with negative findings, additional subsurface testing was not feasible as the APE is predominately paved or covered in hardscape; therefore, a mitigation-monitoring program is recommended during project implementation to reduce the potential impacts to any buried cultural resources (see measures CR-1 through CR-4 in the previous section). In addition, the Pechanga Band of Mission Indians stated that that project area is part of a Traditional Cultural Landscape and that oak trees are an important part of this landscape, representing a component of their cultural heritage and history. As such, the Pechanga Band of Mission Indians requested that impacts to oak Trees be minimized where possible and if removals are anticipated, that transplanting be considered as well as other types of impact minimization. Due to the maturity and size of the oak trees within the APE, transplanting is not recommended as any transplanted oak tree would not be expected survive the process. Final project roadway plans will be designed to avoid removal of and other impacts to oak trees, when feasible. Should oak trees be removed to construct the project, TCR-1 (detailed below) will be implemented to reduce impacts.

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

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

On May 22, 2017 the Pechanga Band of Mission Indians responded via email requesting that the measures refrain from identifying a specific curation facility to be used should cultural resources be discovered during construction and instead state that any curatorial facility selected shall meet the federal curation requirements specified in 36 Code of Federal Regulations (CFR) Part 79. This request was incorporated and the measures revised and resubmitted to the Pechanga Band of Mission Indians for review. On May 30, 2017, the Pechanga Band of Mission Indians responded via email that the revised measures were sufficient and that AB 52 consultation was now considered complete. The Pechanga Band of Mission Indians requested to be consulted on any proposed revisions to the measures which may occur as a result of public circulation of the environmental document. The Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, and the Soboba Band of Luiseno Indians have not responded to the County's good faith efforts to obtain comments on the cultural report or the proposed measures. Due to this lack of response, the County has decided to move forward with the measures proposed below.



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

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

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

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

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

VII. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

because the potential is believed to be slight at this predominantly flat site. No impact from landslides would occur with the project.

- b) **Less Than Significant Impact with Mitigation Incorporated.** Erosion and loss of top soil would be a less than significant impact with mitigation. Grading and earthwork during construction may result in erosion and sedimentation. This impact would be mitigated through implementation of the Stormwater Pollution Prevention Plan (SWPPP) which would incorporate erosion control methods as detailed in measure WQ-2 listed in Section X. Hydrology and Water Quality.
- c, d) **Less Than Significant.** The project is not on a geologic unit or soil that is unstable or that would become unstable as a result of the project. Soils within the project area are predominantly well drained sandy loam derived from alluvium. According to the Natural Resources Conservation Service (NRCS), the soil series present within the project area is the Garretson gravelly very fine sandy loam, 2 to 8 percent slopes, and rough broken land (NRCS 2015). On-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse is not anticipated. Expansive soils contain significant amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert significant pressures on loads that are placed on them, and can result in structural distress and/or damage. Soils at the proposed project site are non-expansive.
- e) **No Impact.** The project does not include septic tanks or an alternative wastewater disposal system on the site.

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

None.

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

### **Regulatory Background**

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include CO<sub>2</sub>, CH<sub>4</sub>, NO<sub>x</sub>, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

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

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

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

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. [EPA] et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions. <sup>4</sup>

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

**Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>)--in the atmosphere threaten the public health and welfare of current and future generations.

**Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.<sup>5</sup>

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

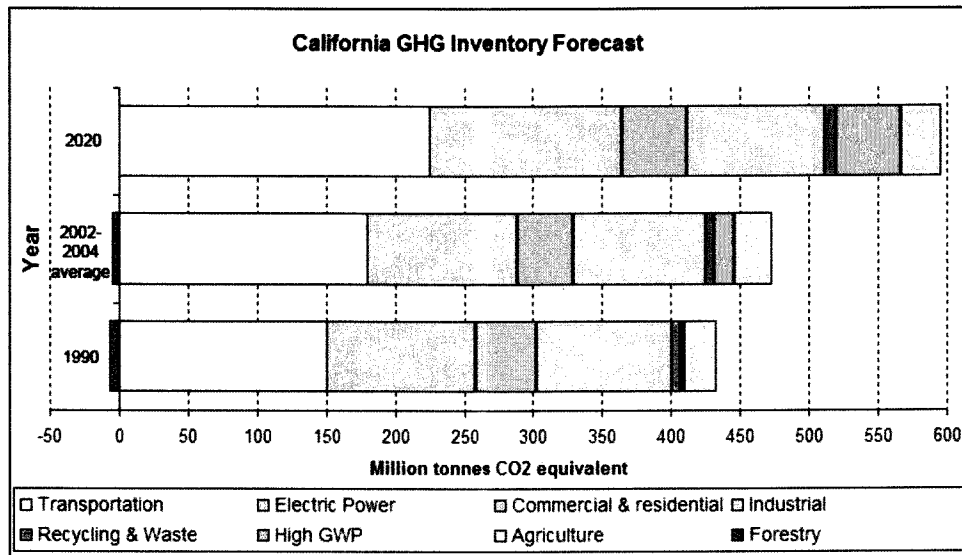
As part of its supporting documentation for the Draft Climate Change Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Figure 12 is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

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<sup>4</sup> <http://www.epa.gov/climatechange/endangerment.html>

<sup>5</sup> *ibid*





**Figure 12. California Greenhouse Gas Inventory**  
 Taken from: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

On May 13, 2010, the USEPA issued a Final Rule that establishes a common sense approach to addressing greenhouse gas emissions from stationary sources under the CAA permitting programs. The rule is in its second phase, which continues through June 2013. In this phase, new construction projects that exceed a CO<sub>2</sub>e threshold of 100,000 tons per year and modifications of existing facilities that increase CO<sub>2</sub>e emissions by at least 75,000 tons per year are subject to permitting requirements. Additionally, operating facilities that emit at least 100,000 tons per year are subject to Title V permitting requirements for GHGs (USEPA 2010a). New and existing industrial facilities that meet or exceed that threshold require a permit under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs.

**Riverside County 2015 Climate Action Plan**

Following the state's adopted AB 32 GHG reduction target, Riverside County has set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15% decrease from 2008 levels, as recommended in the AB 32 Scoping Plan. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the proposed General Plan Update, are 12,129,497 MT CO<sub>2</sub>e. In order to reach the reduction target, Riverside County must offset this growth in emissions and reduce community-wide emissions to 5,960,998 MT CO<sub>2</sub>e by the year 2020 (Riverside County CAP 2015).

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

**Affected Environment/Environmental Consequences**

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

GHG emissions produced during operations are those that result from potentially increased traffic volumes or changes in automobile speeds. The proposed project would not increase the number of automobiles in the traffic system. By widening the existing road, overall traffic flow is expected to improve, and the project is not anticipated to increase CO<sub>2</sub> emissions. Lower speeds, such as those experienced in congested areas, generally result in higher CO<sub>2</sub> emissions rates. No impact to greenhouse gas emissions or climate change would result from operations.

Construction in Riverside County contributes approximately 110,000 metric tons of GHG every year (SCAG 2012). The on-site construction equipment for proposed project is anticipated to emit 230.18 metric tons of GHG during construction, less than 1% of the annual GHG emissions during construction within Riverside County (Table 8). Per measure CC-1, construction activities will be in compliance with the SCAQMD.

**Table 8. Construction CO<sub>2</sub> Emissions Compared to Threshold of Significance**

<b>Greenhouse Gas</b>	<b>Road Construction Emissions Model Estimates (metric tons/year)</b>	<b>U.S. EPA Threshold (metric tons/year)</b>
CO <sub>2</sub>	230.18 total for the project (5 metric tons per day)	75,000 <sup>6</sup>

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

<https://www.epa.gov/sites/production/files/2015-12/documents/ghgpermittingguidance.pdf>

**Operational Emissions**

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

<sup>6</sup> Per the U.S. EPA, modifications of existing facilities that increase CO<sub>2</sub>e emissions by at least 75,000 tons per year are subject to permitting requirements. Additionally, operating facilities that emit at least 100,000 tons per year are subject to Title V permitting requirements for GHGs (USEPA 2010a).

increase CO2 emissions. Lower speeds, such as those experienced in congested areas, generally result in higher CO2 emissions rates.

The Build Alternative is estimated to generate the relatively similar CO2 emissions as the No-Build Alternative as the traffic volumes are similar with and without the project. Based on results from the CT-EMFAC model and information from the Traffic Operations Analysis (2016), traffic currently generates approximately 2.8 tons of CO2 annually. In the projected opening year, the Build and No-Build would result in 3.2 and 2.9 tons of CO2 annually, respectively. In the future 2045 condition, the Build and No-Build would result in 3.1 and 2.4 tons of CO2 annually, respectively. Table 9 summarizes the estimated CO2 emissions with Build and No-Build Alternative.

**Table 9. Annual CO<sub>2</sub> Emissions**

Time span	Existing (Year 2016)	Opening (Year 2019)		Future (Year 2045)	
		No-Build	Build	No-Build	Build
Annually	2.8 tons	2.9 tons	3.2 tons	2.4 tons	3.1 tons
*Based on CT-EMFAC Version 6.0.0.29548 (2017) and Traffic Operations Analysis (2016).					

The SCAQMD established a threshold of significance for all non-industrial projects of 3,000 MTCO<sub>2</sub>e/year. This project is far below this threshold, with a maximum annual emission of 3.2 MTCO<sub>2</sub>e/year in 2019 and 3.1 MTCO<sub>2</sub>e/year in 2045. No significant impact to greenhouse gas emissions or climate change would result from improvements to this roadway.

Additionally, the numbers are not necessarily an accurate reflection of what the true CO2 emissions will be because CO2 emissions are dependent on other factors that are not part of the model such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO2 emissions, not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

**Avoidance and Minimization Measures**

Although the proposed project will not exceed U.S. EPA thresholds, Riverside County is committed to reducing greenhouse gas emissions consistent with the Climate Action Plan (2015). As a result, the following measure will be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

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

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

<b>IX. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

2016. This investigation examined existing land uses for potentially hazardous material usage (such as gas stations or dry cleaners) as well as reviewed pavement and exposed soils for staining indicative of hydrocarbon contamination from spilled gasoline, oil, or other contaminants. Observations made during the field investigation indicated that Temescal Canyon Road is constructed with painted concrete and/or asphalt, therefore standard BMPs for lead-containing structures prior to construction will be implemented. Mitigation measures HAZ-1 and HAZ-2 will be implemented to further reduce any potential impacts to a less than significant level.

- c) **Less than Significant.** Although the project site is located within 0.25 mile of Temescal Valley Elementary School, construction activities would not involve handling or transportation of hazardous materials that would impact the nearby school; therefore there would be a less-than-significant impact in regards to exposure of existing contaminated soil during construction activities.
- d) **No Impact.** The proposed project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List. No sites in the Cortese List are in this area of Riverside County (EnviroStar 2017).
- e) **No Impact.** The project is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the Riverside Municipal Airport, which is 11 miles north east.
- f) **No Impact.** The project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip is Perris Aviation, approximately 15 miles east of the project.
- g) **Less Than Significant with Mitigation 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. Measure TRA-1 in Section XVII would be implemented to further reduce temporary impacts to emergency access as a result of construction activities to a less than significant level.
- h) **No Impact.** The proposed project is a road widening project resulting in modifications to an existing facility. The proposed project does not consist of any new structures or facilities that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

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

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



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

<b>X. HYDROLOGY AND WATER QUALITY:</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Regulatory Setting**

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

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

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

Long-Term Water Quality Impacts

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

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

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

Short-Term Water Quality Impacts

Short-term, construction-related earth disturbing activities could potentially cause soil erosion and sedimentation to local waterways. Projects are at the highest risk during use of heavy equipment during grading activities. Coverage under the Construction General Permit (2009-0009-DWQ, NPDES No. CAS 000002) would be obtained by the County and a Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to

construction. Potential impacts would be mitigated for through sediment, erosion and non-storm water control methods, identified in the SWPPP pursuant to the NPDES Construction General Permit. Temporary sediment control BMPs include silt fences, street sweeping, and storm drain inlet protection. Temporary erosion control BMPs include hydroseeding, compost blankets, and preservation of existing vegetation. Temporary non-stormwater BMPs include water conservation practices, implementation of proper vehicle and equipment cleaning, fueling, and maintenance procedures, and dewatering operations. Implementation of a SWPPP would ensure the project does not result in significant impacts to water quality due to construction-related activities. Measure WQ-2 requires the preparation and implementation of a SWPPP pursuant to the Construction General Permit.

- b) **No Impact.** The proposed project does not have the potential to impact ground water. Excavation for the road is estimated to be 5 feet; the existing ground water table is located approximately 10 feet below ground.
- c) **Less Than Significant with Mitigation Incorporated.** Although the project proposes modification to the existing drainage pattern of the site, necessitated by widening Temescal Canyon Road, the project has been designed to ensure that future stormwater runoff is adequately handled through improvements to the storm drainage system. These improvements would ensure that no substantial erosion or siltation on- or off-site would occur as a result of this project. Storm drainage pipes and ditches have been evaluated by Riverside County and will be replaced, enhanced, or made larger to accommodate surface stormwater flows. These improvements accommodate the proposed additional runoff from the widened Temescal Canyon Road. Development in the region over the last 30 years has resulted in a larger amount of stormwater running through the existing facilities that carry water in culverts under I-15 resulting in a higher amount of stormwater discharge through this project area. By implementing these stormwater drainage improvements, the project will have a less than significant impact to erosion and siltation as it relates to regional water quality resources.
- d) **Less Than Significant with Mitigation Incorporated.** The proposed project involves widening of the existing Temescal Canyon Road north of Dawson Canyon Road from two lanes to four lanes. Existing impervious surfaces in the project area are measured at approximately 194,000 square feet and the post project condition would result in approximately 353,000 square feet of impervious surfaces; an increase of approximately 159,000 square feet.

Additional runoff can contribute to increased flood potential of natural stream channels, accelerated soil erosion and stream channel scour, and increased transport of pollutants to waterways. This increase in impervious surfaces and potential runoff would be accommodated for by including storm drain improvements in the project design. Storm drain improvements would include pipes, box culverts, catch basins, roadside ditches / channels, and headwalls to accommodate long-term increased runoff. The proposed project would also implement all feasible LID BMPs and follow MS4 guidelines for long-term, post construction storm water runoff (see discussion of these BMPs in the response to question a). Implementation of measure WQ-1 would ensure that increased pollutant runoff caused by the increase in impervious surfaces is mitigated to prevent substantially increasing the rate of surface runoff. Impacts related to surface runoff that would result in flooding on or off-site would be less than significant with mitigation incorporated.

- e) **Less Than Significant with Mitigation Incorporated.** The proposed project involves widening of the existing Temescal Canyon Road north of Dawson Canyon Road from two lanes to four lanes. Existing impervious surfaces in the project area are measured at approximately 194,000 square feet and the post project condition would result in approximately 353,000 square feet of impervious surfaces; an increase of approximately 159,000 square feet.

Additional runoff can contribute to increased flood potential of natural stream channels, accelerated soil erosion and stream channel scour, and increased transport of pollutants to waterways. This increase in impervious surfaces and potential runoff would be accommodated for by including storm drain improvements in the project design. Storm drain improvements would include pipes, box culverts, catch basins, roadside ditches / channels, and headwalls to accommodate long-term increased runoff. The proposed project would also implement all feasible LID BMPs and follow MS4 guidelines for long-term, post construction storm water runoff (see discussion of these BMPs in the response to question a). Implementation of measure WQ-1 would ensure that increased pollutant runoff caused by the increase in impervious surfaces is mitigated to prevent water quality impacts to adjacent streams or rivers. Impacts related to surface runoff that would result in substantial additional sources of polluted runoff would be less than significant with mitigation incorporated.

- f) **Less Than Significant.** Large trucks used to transport construction materials to the site could leak hazardous materials such as oil and gasoline. Improper use of fuels, oils, and other construction-related hazardous materials could pose a threat to surface water or groundwater quality. The SWPPP will have a section designated to non-storm water and materials management controls (which includes management of fuel transport, fueling, storing, etc. Because of the protective measures incorporated into the project design and required, such as reduced road width and trash capture devices in catch basins, as a condition of the Construction General Permit, this impact is considered less than significant. No mitigation is required.
- g - j) **No Impact.** The proposed project area is not located on or next to a body of water. The closest water feature is the Temescal Canyon Wash located approximately 300 feet north east of the project area. The Temescal Canyon Wash is not 303(d) listed. The nearest 303(d) listed body of water is Lake Elsinore, including the Reach to Lake Elsinore which flows seasonally adjacent to the project area when water is present. However, implementation of Measure WQ-2 would ensure no water quality impacts occur to the adjacent Reach when water is present. Therefore, the proposed project would not impact the water quality of any 303(d) listed bodies of water.

The road would be constructed within Zone X, an area determined to be outside the 100-year floodplain, as mapped in the Federal Emergency Management Agency Flood Insurance Rate Maps (see maps in Appendix E). Therefore, the proposed project would not be subject to or cause an increase in significant flood hazard risk.

The project does not include changes to levees or dams and the project does not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.



The site is approximately 4 miles south west of the nearest lake (Lake Matthews), and is approximately 25 mi northeast of the ocean. As a result, the project site is not subject to seiche, tsunami, or mudflow.

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

The following measures would be implemented:

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

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

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

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

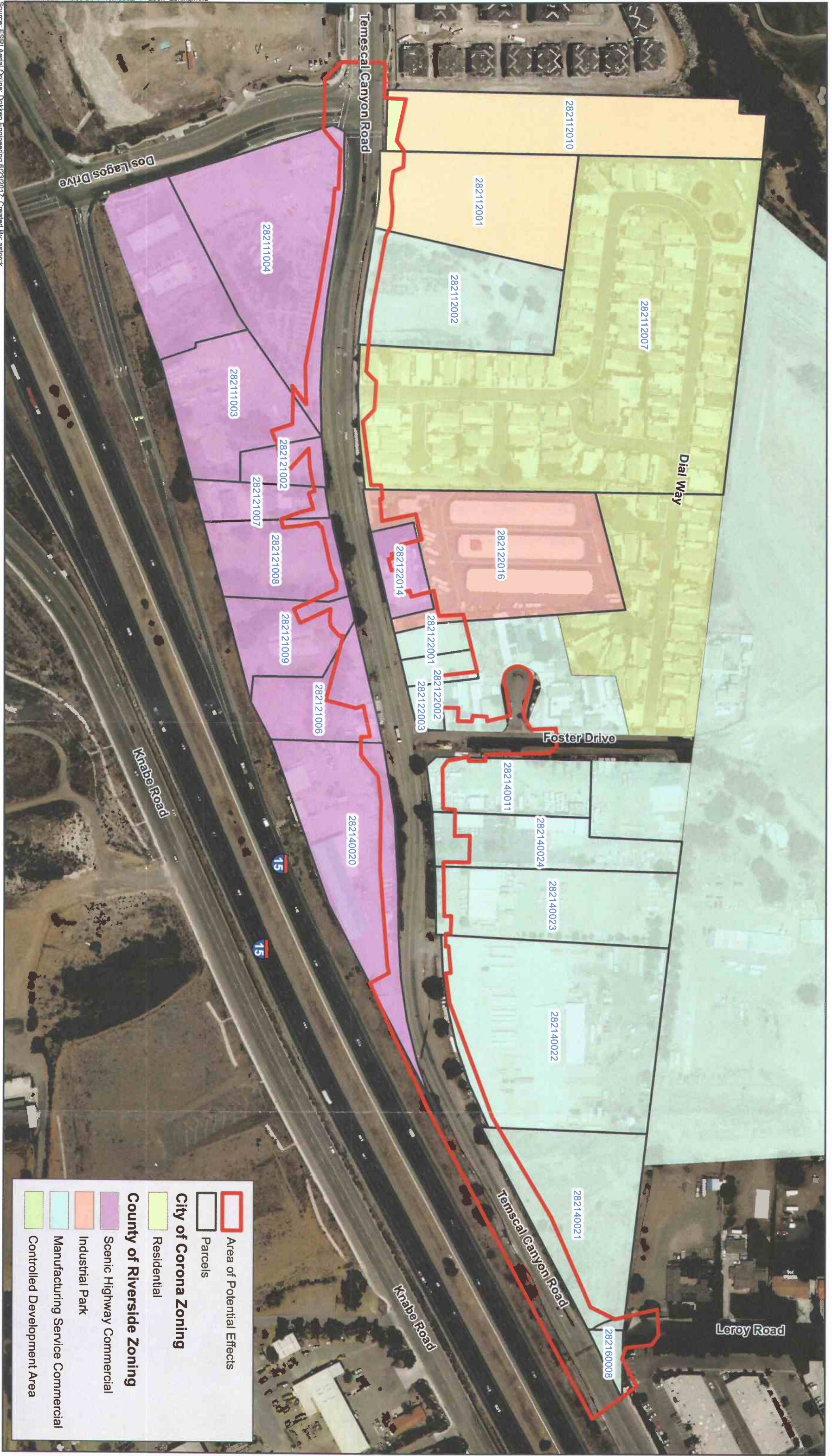
- a) **No Impact.** The project would not divide an established community. As a road widening project, the project would provide improved north-south connectivity from the City of Corona through Temescal Valley.
- b) **No Impact.** Land use along Temescal Canyon Road includes Business Park and Light Industrial. Zoning for this area is zoned for Manufacturing Medium (M-M0 and SP Wildrose Specific Plan (SP 176) (Figure 13). The County's General Plan Circulation Element designates Temescal Canyon Road as "Arterial Highway." Temescal Canyon Road is the main corridor through what might be characterized as El Cerrito's central business district. Industrial, manufacturing, recycling, vehicle storage, commercial, and houses of varying design can be found in profusion along this corridor. The project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation an environmental effect.
- c) **Less Than Significant.** The proposed project also resides in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) within the Temescal Canyon Area Plan; however the project would not conflict with the habitat conservation plan. The proposed project is a covered project under the MSHCP. Riverside County is working with Western Riverside County Regional Conservation Authority on a Joint Project Review for the Temescal Canyon Road Widening Project. The proposed project would not impact any additional land under the MSHCP other than what is covered; therefore no additional impacts to land use as a result of the proposed project would occur.

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

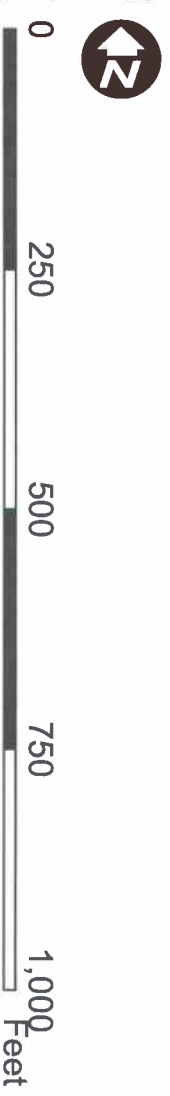
None.



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



	Area of Potential Effects
	Parcels
<b>City of Corona Zoning</b>	
	Residential
<b>County of Riverside Zoning</b>	
	Scenic Highway Commercial
	Industrial Park
	Manufacturing Service Commercial
	Controlled Development Area



**FIGURE 13**  
**Zoning Map**  
 Temescal Canyon Road Widening Phase 2 Project  
 Riverside County, California



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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 *MEMO: Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures (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 10 identifies real world examples of common noise causing activities and their measurements in A-weighted decibels (dBA).



**Table 10. 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	70	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	40	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.

**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 11 summarizes typical ambient noise levels based on population density.

**Table 11. Population Density and Associated Ambient Noise Levels**

<b>Population Density</b>	<b>dBA, Ldn</b>
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.

There are no noise sensitive receptors, such as schools, residences, hospitals, or daycares in the vicinity of the project area; therefore no short-term or long-term noise measurements were taken. The closest sensitive receptors are residences located on the other side of I-15, approximately 450 feet west of the project area.

Table 12 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 12. Construction Equipment Noise Emission Levels**

<b>Equipment</b>	<b>Typical Noise Level (dBA) 50 feet from Source</b>
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.

- a, c) **Less Than Significant.** 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 also 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.
- b) **Less Than Significant.** Exposure of groundborne vibration or groundborne noise levels would be less than significant. Groundborne vibration or groundborne noise may result from the removal of the pavement. Construction noises in general would be temporary and intermittent.
- 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 Riverside Municipal Airport, approximately 11 miles north east of the project site.
- 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:** The Contractor shall follow County of Riverside noise ordinances for construction activities:

- Use an alternative warning 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 have no direct impact on population growth since it does not propose new homes. The project is a road widening project that would serve existing and planned population growth, reduce traffic, and would not induce population growth.
- b, c) **Less Than Significant.** In order to accommodate the roadway widening, right-of-way of approximately 96 square feet is required. As a result, certain properties along Temescal Canyon Road would need to be partially acquired by the County to implement the proposed project. The proposed project would require right-of-way from the following parcels listed in Table 13 which includes acquisition for roadway, drainages and temporary construction easements for the project. Total right-of-way acquisition for the project is 1.1 acre of roadway and drainage, and 4.1 acres of temporary construction easements for the duration of construction (Table 13 and Figure 14). Right-of-way negotiations will occur during final design. The proposed project would not displace any existing housing or people. Partial acquisitions that are necessary to provide adequate right-of-way width are not expected to substantially affect existing commercial and industrial land uses; therefore impacts as a result of any property acquisitions are anticipated to be less than significant.

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

None.

TABLE 12. RIGHT OF WAY REQUIREMENTS SUMMARY

	APN	OWNER	ROAD EASEMENT (SQFT)	ROAD EASEMENT (ACRES)	DRAINAGE EASEMENT (SQFT)	DRAINAGE EASEMENT (ACRES)	PEC / TCE (SQFT)	PEC / TCE (ACRES)
1	283-160-032	USA Waste of California	9,808	0.2			8,905	0.2
2	283-160-006	Corona Clay	2,808	0.1			2,632	0.1
3	283-160-031 (South)	Corona Clay	1,819	0.0	703	0.0	2,458	0.1
4	283-160-031 (North)	Corona Clay	5,081	0.1			6,727	0.2
5	283-150-030	Corona Clay	827	0.0			1,105	0.0
6	283-150-047	Schock			260	0.0	1,475	0.0
7	283-150-046	Schock	2,601	0.1			8,092	0.2
8	283-150-034	SCE	918	0.0	221	0.0	4,870	0.1
9	283-150-037	SCE	4,303	0.1	810	0.0	5,762	0.1
10	283-150-050	KECK	2,852	0.1	231	0.0	6,139	0.1
11	283-110-019	SDG Inv.	16,551	0.4	94	0.0	9,200	0.2
12	283-110-018	Growest Inc.	33,581	0.8	240	0.0	78,061	1.8
13	283-110-016	Growest Inc.						
14	283-110-017	Growest Inc.	12,594	0.3	300	0.0	34,161	0.8
15	283-110-009	Corona Clay			1,030	0.0	2,172	0.0
16	283-110-051	Via Del Rio Business Park	1,720	0.0			6,693	0.2
17	283-110-061	Temescal Assoc.	946	0.0			199	0.0
	<b>Total SF</b>		<b>96,409</b>	<b>1.0</b>	<b>3,889</b>	<b>0.1</b>	<b>178,651</b>	<b>4.1</b>



APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

**LEGEND**

- RIGHT OF WAY ROW/IMNEED
- TEMP CONSTRUCTION EASEMENT (TCE)
- DRAINAGE EASEMENT
- PROPOSED ROW
- EXISTING ROW
- CALTRANS ROW
- TOP OF CUT SLOPE
- TOE OF FILL SLOPE

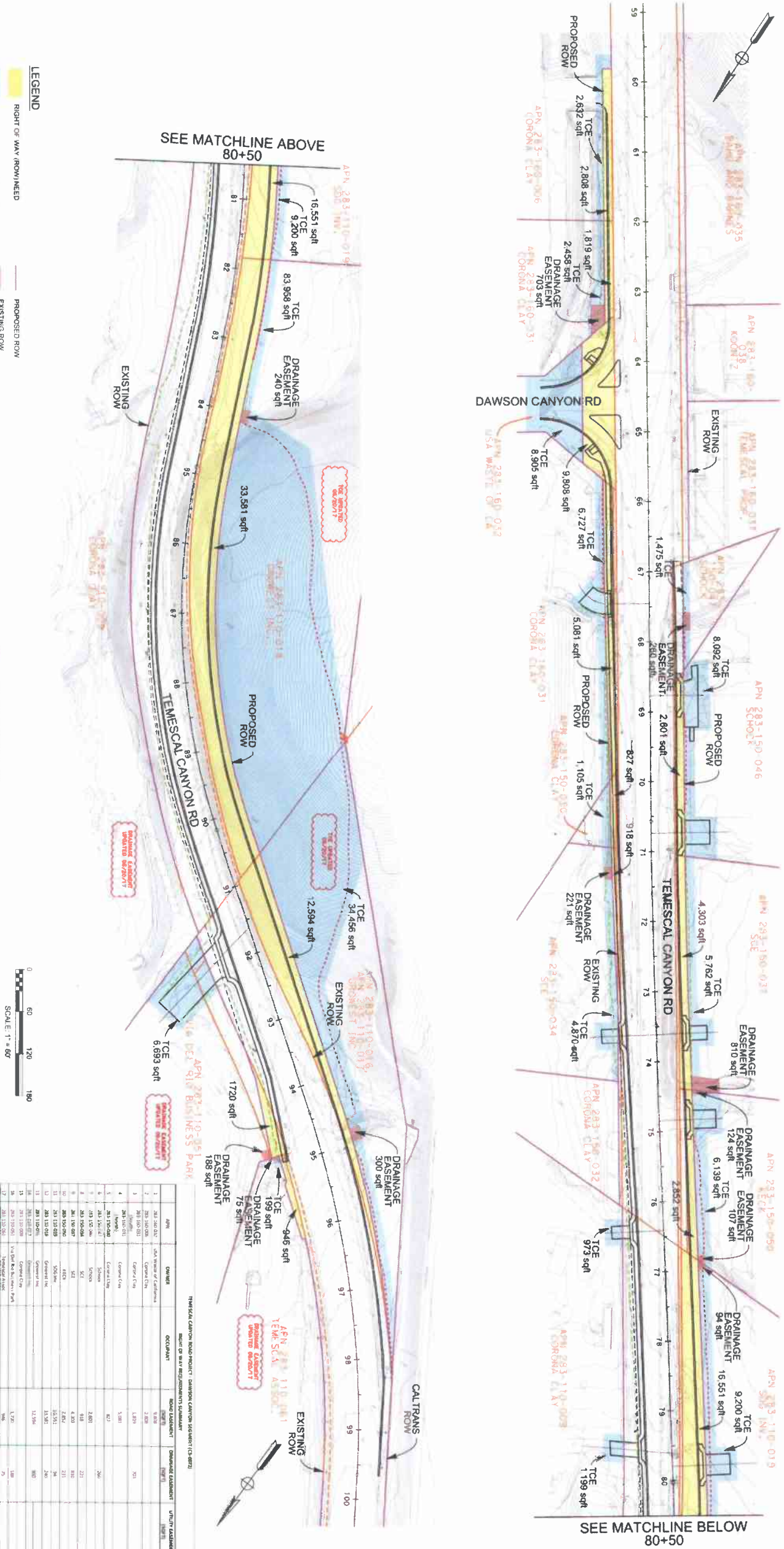
**PRELIMINARY**  
2017-06-20



APN	OWNER	OCCUPANT	ACQUISITION	DATE
1	283 102 021	John Wilson of California	2,828	5/1/17
2	283 102 022	General Corp	2,828	5/1/17
3	283 102 023	General Corp	2,828	5/1/17
4	283 102 024	General Corp	2,828	5/1/17
5	283 102 025	General Corp	2,828	5/1/17
6	283 102 026	General Corp	2,828	5/1/17
7	283 102 027	General Corp	2,828	5/1/17
8	283 102 028	General Corp	2,828	5/1/17
9	283 102 029	General Corp	2,828	5/1/17
10	283 102 030	General Corp	2,828	5/1/17
11	283 102 031	General Corp	2,828	5/1/17
12	283 102 032	General Corp	2,828	5/1/17
13	283 102 033	General Corp	2,828	5/1/17
14	283 102 034	General Corp	2,828	5/1/17
15	283 102 035	General Corp	2,828	5/1/17
16	283 102 036	General Corp	2,828	5/1/17
17	283 102 037	General Corp	2,828	5/1/17
18	283 102 038	General Corp	2,828	5/1/17
19	283 102 039	General Corp	2,828	5/1/17
20	283 102 040	General Corp	2,828	5/1/17

**MCM ENGINEERING CORP**  
4710 GREEN RIVER ROAD  
CORONA, CA 92780  
TRIPPER@MCM-ENG.COM  
DATE: 06/20/17

**TEMEscal CANYON RD WIDENING  
DAWSON CANYON RD TO  
0.7 MILES NORTHERLY  
RIGHT-OF-WAY ACQUISITION**



APN	OWNER	OCCUPANT	ACQUISITION	DATE
1	283 102 021	John Wilson of California	2,828	5/1/17
2	283 102 022	General Corp	2,828	5/1/17
3	283 102 023	General Corp	2,828	5/1/17
4	283 102 024	General Corp	2,828	5/1/17
5	283 102 025	General Corp	2,828	5/1/17
6	283 102 026	General Corp	2,828	5/1/17
7	283 102 027	General Corp	2,828	5/1/17
8	283 102 028	General Corp	2,828	5/1/17
9	283 102 029	General Corp	2,828	5/1/17
10	283 102 030	General Corp	2,828	5/1/17
11	283 102 031	General Corp	2,828	5/1/17
12	283 102 032	General Corp	2,828	5/1/17
13	283 102 033	General Corp	2,828	5/1/17
14	283 102 034	General Corp	2,828	5/1/17
15	283 102 035	General Corp	2,828	5/1/17
16	283 102 036	General Corp	2,828	5/1/17
17	283 102 037	General Corp	2,828	5/1/17
18	283 102 038	General Corp	2,828	5/1/17
19	283 102 039	General Corp	2,828	5/1/17
20	283 102 040	General Corp	2,828	5/1/17

**FIGURE 14**  
Temescal Canyon Road Widening Project - Dawson Canyon 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**

**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.

XVI. RECREATION:	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 Impact.**

**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 14 below.

**Table 14. Intersection Level-of-Service Definitions**

Description		Signalized Intersection Delay (seconds per vehicle)	Unsignalized Intersection Delay (seconds per vehicle)
A	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	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
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35	>15 and ≤ 25
D	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
E	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
F	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/Dawson Canyon Road
2. Temescal Canyon Road/I-15 Northbound Ramps
3. Temescal Canyon Road/I-15 Southbound Ramps



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 15.

**Table 15. Intersection 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/Dawson Canyon Road</b>	B – 12.3 sec.	B – 12.5 sec.	B – 10.2 sec.	B – 12.4	B – 10.1
<b>Temescal Canyon Road/I-15 Northbound Ramps</b>	D – 43.8 sec.	D – 44.2 sec.	D – 44.1 sec.	D – 53.4	D – 44.0
<b>Temescal Canyon Road/I-15 Southbound Ramps</b>	C – 34.3 sec	C – 31.2 sec	C – 30.1 sec	C – 25.3	C – 25.1
<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/Dawson Canyon Road</b>	A – 8.1 sec.	A – 8.2 sec.	A – 7.2 sec.	A – 8.6	A – 7.5
<b>Temescal Canyon Road/I-15 Northbound Ramps</b>	C – 22.7 sec.	C – 21.3 sec.	C – 21.5 sec.	C – 30.9	C – 29.5
<b>Temescal Canyon Road/I-15 Southbound Ramps</b>	D – 49.6 sec.	D – 54.2sec.	D – 52.5 sec.	D – 49.9	D – 52.6

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 three roadway segments within and directly adjacent to the proposed project area:

1. Temescal Canyon Road between Dawson Canyon Road and I-15 Northbound Ramps
2. Temescal Canyon Road between Dawson Canyon Road and 0.7 mile North
3. Temescal Canyon Road between 0.7 mile North of Dawson Canyon Road and Leroy Road

The results of the LOS roadway segment analysis for Forecast Year 2045 Build and No Build conditions are provided below in Table 16.

**Table 16. Roadway Level-of-Service Calculation Summary**

Roadway Segment Name	2045 No Build LOS	2045 Build LOS
Temescal Canyon Road between Dawson Canyon Road and I-15 Northbound Ramps	A	A
Temescal Canyon Road between Dawson Canyon Road and 0.7 mile North	A	A
Temescal Canyon Road between 0.7 mile North of Dawson Canyon Road and Leroy 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 11 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.
  
- d) **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 BMPs, such as swales, are anticipated along the roadway. The project will add a net impervious surface of 159,000 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. Any solid waste generated during construction of the proposed project would be disposed of at a landfill with adequate capacity. Solid waste will be transported per Riverside County Ordinance No. 461 Road Improvement Standards and Specifications (2007).
- 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 be reviewed for consistency with the Western Riverside MSHCP, which addresses biological resources at a regional scale. 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.

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

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

Amy Dunay, Environmental Planner/Archaeologist. M.A. in Archaeology; 11 years of experience in cultural resources/environmental planning. Contribution: Cultural Resources

Amy Storck, Environmental Planner. B.A in Environmental Studies; 8 years environmental planning experience. Contribution: Environmental Document preparation.



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# Distribution List

Notice of Availability (unless IS hardcopies specified)

## Adjacent Property Owners

Gro West, Inc.  
C/O John Bremer  
10490 Dawson Canyon Road  
Corona, CA 92883

Temescal Association  
C/O Darrell Clendenen  
41606 Date Street #203A  
Murrieta, CA 92562

Biagio  
C/O Chester Pinto Jr.  
22676 Cascade Drive  
Canyon Lake, CA 92587

Wildrose Ridge 5  
2279 Eagle Glen Pkwy #112  
Corona, CA 92883

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

Thomas and Jane Schock  
PO Box 1198  
Lakeside, MT 59922

Gerald and Carolyn Keck  
PO Box 1283  
Boulevard, CA 91905

Corona Clay Company  
22079 Knabe Road  
Corona, CA 92883

Corona Clay Company  
1501 Belvedere Road  
West Palm Beach, FL 33406

USA Waste of California, Inc.  
C/O Waste Management, Inc.  
PO Box 1450  
Chicago, IL 60690

Temescal Property  
4816 Butternut Hollow Lane  
Bonita, CA 91902

GM&J Laser Cutting  
8356 Standustrial  
Stanton, CA 90680

GM&J Laser Cutting  
8356 Standustrial  
Stanton, CA 90680

Esquer Ricardo Tran Thuy Thi  
PO Box 78161  
Corona, CA 92877

## 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  
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Gabriel Band of Mission  
Indians  
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Soboba Band of Luiseno  
Indians  
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**State Agencies**  
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Quality Control Board  
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