Avoidance, Minimization, and/or Mitigation Measures

CR-1: 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). An archaeologist, who meets the Secretory of Interior Standards for an archaeologist, shall assess the discovery, and if the discovery involves Native American resources a representative of the concerned tribe(s) shall be contracted to assess significance. The archaeologist, 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-2: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

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

Regulatory Background

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

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

agency must then begin the consultation process within 30 days. If a lead agency determines that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, 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 area, the PAL was established considering areas of permanent and temporary disturbance, including construction staging and grading.

TCR identification efforts were conducted to determine whether a TCR, as defined by PRC § 21074, would be impacted by the project. These efforts included background research, a search of archaeological site records and cultural survey reports on file at the Eastern Information Center (EIC), 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. On October 5, 2016 initial consultation letters were sent to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the Native American community might have about the project and whether any traditional cultural properties, TCRs, or other resources of significance would be affected by implementation of the project. AB 52 Letters were sent to the following individuals and organizations:

- Agua Caliente Band of Cahuilla Indians: Chairperson Jeff Grubbe; THPO, Patricia Garcia-Plotkin
- Amah-Mutsun Tribal Band: Chairperson Valentin Lopez
- Cabazon Band of Mission Indians: Chairperson Doug Welmas; Judy Stapp
- Cahuilla Band of Indians: Chairperson Luther Salgado
- Colorado River Indian Tribe: Tribal Secretary Amanda Barrera; Chairperson Dennis Patch
- Gabrieleno Band of Mission Indians – Kizh Nation: Chairperson Andrew Salas
- Morongo Band of Mission Indians: Cultural Resources Specialist Raymond Huaute

- Pechanga Band of Mission Indians: Cultural Analyst Anna Hoover
- Quechan Indian Nation: THPO, Arlene Kingery
- Ramona Band of Cahuilla Mission Indians: Chairperson Joseph Hamilton
- Rincon Band of Mission Indians: THPO, Vincent Whipple
- San Manuel Band of Mission Indians: Director Lee Claus
- Soboba Band of Luiseno Indians: Joseph Ontiveros, Cultural Resources Department
- Twenty-Nine Palms Band of Mission Indians: Tribal Grants Administrator Anthony Madrigal; Chairperson Darrell Mike.

At this time, no traditional cultural properties or TCRs have been identified within the project area by the Native American community. See Appendix D for a summary of consultation efforts with the Native American community. Since Native American Consultation resulted in no known Tribal Cultural Resources within the PAL, impacts to TCRs would be unlikely. Nevertheless, with any project requiring ground disturbance, there is always the possibility that unmarked burials may be unearthed during construction. Implementation of Mitigation Measure CR-1 and CR-2 would reduce this impact to a less-than significant level.

Avoidance, Minimization, and/or Mitigation Measures

None

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

a (i-iv) **Less Than Significant Impact**. The project would not expose people or structures to potential substantial adverse effects, involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. According to the Department of Conservation Seismic Hazard Zones Map for the Desert Hot Springs Quadrangle, the Banning Fault Line occurs within the project area across North Indian Canyon Drive. 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. Furthermore, soils within the project area consist primarily of Carsitas fine sand (0 to 5 percent slopes) and Carsitas gravelly sand (0 to 9 percent slopes). These soils are excessively drained soils that are formed in alluvium derived from granite (NRCS 2016). Poorly-drained fine-grained soils are most susceptible to liquefaction; excessively drained soils are least susceptible. With adherence to design and construction standards according to Caltrans' seismic design criteria, impacts from ground shaking, liquefaction, landslides would be less than significant.

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

c, d) **Less Than Significant.** The project is not on a geologic unit or soil that is unstable or that would become unstable as a result of the project. Soils within the project area are predominantly excessively drained sandy loam derived from granite. According to the Natural Resources Conservation Service (NRCS), the soil series present within the project area is the Carsitas gravelly sand, 0 to 9 percent slopes, and Carsitas fine sand, 0 to 5 percent slopes (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.

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

Regulatory Background

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

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

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

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

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

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. [EPA] et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions. [1]

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

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

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.[2]

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.

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

[2] ibid

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

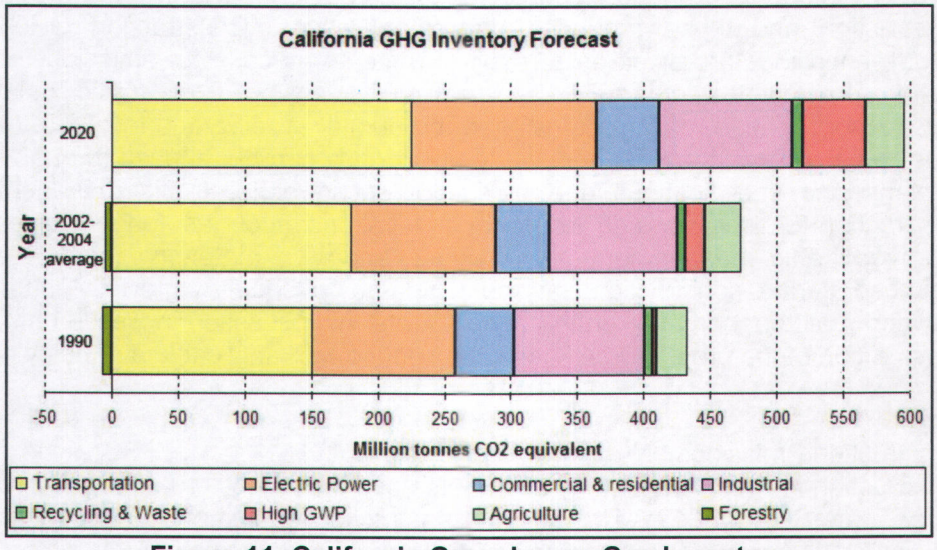


Figure 11. California Greenhouse Gas Inventory
Taken from: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

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

Riverside County 2015 Climate Action Plan

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

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

Affected Environment/Environmental Consequences

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

Construction Emissions

Construction in Riverside County contributes approximately 110,000 metric tons of GHG every year (SCAG 2012). The on-site construction equipment for proposed project is anticipated to emit 450 metric tons of GHG during construction, less than 1% of the annual GHG emissions during construction within Riverside County (Table 6).

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

Table 6. Construction CO_2 Emissions Compared to Threshold of Significance

Greenhouse Gas	Road Construction Emissions Model Estimates (metric tons/year)	U.S. EPA Threshold (metric tons/year)
CO_2	450 total for the project	75,000[3]

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. As shown in Table 7, the proposed project would not increase the number of automobiles in the traffic system. By widening the existing road, overall traffic flow is expected to improve, and the project is not anticipated to increase CO2 emissions. Lower speeds, such as those experienced in congested areas, generally result in higher CO2 emissions rates. No impact to greenhouse gas emissions or climate change would result from operations.

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

Table 7. Annual CO_2 Emissions for the North Indian Canyon Drive Widening

Time span	Existing (Year 2017)	Opening (Year 2019)		Future (Year 2040)	
		No-Build	**Build**	**No-Build**	**Build**
Annually	175 tons	182 tons	182 tons	185 tons	185 tons
*Based on CT-EMFAC Version 6.0.0.29548 (2017) and *Traffic Operations Analysis* (2017).					

The SCAQMD established a threshold of significance for all non-industrial projects of 3,000 $MTCO_2e$/year. This project is far below this threshold, with a maximum annual emission of 182 $MTCO_2e$/year in 2019 and 185 $MTCO_2e$/year in 2040. No significant impact to greenhouse gas emissions or climate change would result from improvements to this roadway.

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

Avoidance and Minimization Measures

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

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

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

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

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during Project construction.

Affected Environment

The proposed project area was evaluated for the presence of Recognized Environmental Conditions (RECs) and/or Activity and Use Limitations (AULs), which are:

REC: "...the presence or the likely presence of any hazardous substances or petroleum hydrocarbons on the (Subject Property) that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property."

AUL: "...an explicit recognition by a federal, tribal, state, or local agency that residual levels of hazardous substances or petroleum hydrocarbons may be present on the property, and that unrestricted use of the property may not be acceptable."

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

b) **Less than Significant Impact with Mitigation.** Based on a records review of EPA and state/local regulatory agencies performed by EDR (See Appendix X), a site with potentially contaminated soil that is not contained occurs at 19995 North Indian Canyon Drive. However, no impacts as a result of construction of the proposed project are anticipated to occur. Observations made during the site reconnaissance indicate that North Indian 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.** The project site is not located within 0.25 miles of an existing or proposed school. The nearest school is Two Bunch Palms Elementary School, which is located approximately 2.5 miles north east of the project area. In addition, construction activities would not involve handling or transportation of hazardous materials; therefore there would be a less-than-significant impact in regards to exposure of existing contaminated soil during construction activities.

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

e) **No Impact.** The project is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the Palm Springs International Airport, which is approximately 5 miles south east.

f) **No Impact.** The project is not within the vicinity of a privately-owned airport or airstrip.

g) **Less Than Significant with Mitigation.** The project would have less than significant impact on emergency access. North Indian Canyon Drive 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 North Indian Canyon Drive. Measure TRA-1 in Section XVII would be implemented to further reduce temporary impacts to emergency access as a result of construction activities to a less than significant level.

h) **No Impact.** The project would not cause people or structures to be exposed to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

HAZ-1: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. If soil contaminated by hazardous waste is discovered during construction, proper hazardous waste handling and emergency procedures under 40 CFR § 262 and Division 4.5 of Title 22 CA Code of Regs shall be followed.

HAZ-2: To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provisions for REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.

HAZ-3: Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this Phase I Environmental Site Assessment. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.

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

Regulatory Setting

Pursuant to Section 402 of the Clean Water Act, for construction projects that will disturb one or more acres, a SWPPP is required for compliance with the State's Construction General Permit

(2009-0009-DWQ, NPDES No. CAS 000002). The focus of a SWPPP is to manage soil disturbances, non-stormwater discharges, and construction materials and activities which may impact the quality of runoff from an active construction site. The Construction General Permit requires that applicable sites have a SWPPP submitted prior to the start of construction activities, and also keep the SWPPP on site during grading and construction activities.

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. The proposed project occurs within the Municipal Separate Storm Sewer System (MS4) permit area for the Whitewater River watershed of the Colorado River Basin Region. On June 20, 2013, the Whitewater Regional Water Quality Control Board (RWQCB) issued Permit Order No. R7-2013-0011 ("MS4 Permit"). The MS4 permit regulates the discharge of pollutants in storm water runoff and urban discharges to Waters of the U.S. The MS4 Permit requires that Priority Development Projects minimize changes to hydrology to ensure that post-development runoff rates and velocities do not increase the potential for downstream erosion or sedimentation, or adversely impact stream habitat. However, the proposed project is not defined as a Priority Development Project and is therefore not subject the requirements of a project-specific Water Quality Management Plan.

The nearest receiving waters to the proposed project site are the Garnet Wash approximately 1 mile to the west, Mission Creek approximately 1 mile to the east, and the Whitewater River (intermittent) approximately 2 miles to the southwest.

a) **Less Than Significant with Mitigation Incorporated.** The North Indian Canyon Drive Widening Project has been designed to minimize the road width to reduce the increase of impervious surfaces. North Indian Canyon, from the I-10 to Mission Lakes Blvd., is street swept once a month. Street sweeping will continue after project completion. Street sweeping reduces sediment build up and the potential for sediment to runoff site during storm events. During final design of the project, the County may include additional BMPs if they are determined to be feasible.

Long-term Water Quality Impacts

The project will result in an approximate 4 acre increase to the paved surface area, which will increase the volume of storm water runoff from the roadways surface. Roadways may contain oil, grease, petroleum products, zinc, copper, lead, cadmium, iron, and other trace metals, which could harm aquatic life. Impacts generated from increased impervious surfaces due to the widening of the North Indian Canyon Drive will be minimized through implementation of WQ-1.

Short-term Water Quality Impacts

Short-term, construction-related earth disturbing activities could potentially cause soil erosion and sedimentation to local waterways. Projects are at the highest risk during use of heavy equipment during grading actives. Coverage under a Construction General Permit would be obtained and a Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to construction. Potential impacts would be mitigated for through sediment, erosion, and non-storm water control methods identified in the SWPPP pursuant to the requirements of the NPDES Construction General Permit. Temporary sediment control BMPs can include silt fences, and street sweeping. Temporary erosion control BMPs can include hydroseeding and preservation of existing vegetation. Temporary non-stormwater BMPs can include water conservation practices and

implementation of proper vehicle and equipment cleaning, fueling, and maintenance procedures.

Accidental spills of petroleum hydrocarbons (fuels and lubricating oils), concrete waste or other construction-related products or wastes are also a concern during construction activities. The project SWPPP will include spill prevention and response BMPs to reduce impacts to less than significant levels.

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 provides the requirements for NPDES compliance.

b) **No Impact.** The proposed project does not have the potential to impact ground water. Excavation for the road is estimated to be 3 feet which is well above the existing ground water table which is located between 20 and 50 feet below ground on average throughout the region.

c) **Less Than Significant with Mitigation Incorporated.** The proposed project would not involve altering any existing drainage pattern of the site or area. Currently, there is no existing stormwater drainage system along the project site. Existing curb and gutters discharge into surrounding soils, which are classified as being excessively drained and have a high infiltration rate. Curb and gutter improvements are proposed at the intersection of Indian Canyon and Dillon Road. However, this would not result in the substantial alteration of the drainage pattern at the existing curb and gutter adjacent to North Indian Canyon Drive between 19th and 20th Avenue, nor would it have any impact on the course of the Garnet Wash approximately 1 mile to the west, Mission Creek approximately 1 mile to the east, and the Whitewater River (intermittent) approximately 2 miles to the southwest. Adherence to Measures WQ-1 and WQ-2 would ensure that substantial erosion or siltation would not occur on or off-site. Impacts would be less than significant with mitigation incorporated.

d) **Less Than Significant with Mitigation Incorporated.** The proposed project involves widening of the existing North Indian Canyon Drive between 20th Avenue and Dillon Road. The project will result in an approximate 4 acre increase to the paved surface area.

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 implementation of a minimized pavement width and following MS4 guidelines for long-term, post construction storm water runoff (see discussion of these BMPs in the response to question a). The project area is predominately flat and undeveloped, while the soils within the project area are classified as being excessively drained and have a high infiltration rate. Any sheet flow from the roadway during storm events would be quickly absorbed into the surrounding soils, thereby reducing the potential for off-site flooding. 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. Additionally, per WQ-2, the project site must be fully stabilized using a combination of native hydroseed mix and/or stabilizing tackifier to minimize potential surface runoff impacts. 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 North Indian Canyon Drive between 20th Avenue and Dillon Road. The project will result in an approximate 3.5 acre increase to the paved surface area.

As there are no existing or planned storm water drainage systems within the vicinity of the project area, the proposed project would not generate new sources of runoff water that would affect the capacity of any such existing or planned storm water drainage systems. However, the increase of pervious surfaces could potentially provide additional sources of polluted runoff. 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. The proposed project would 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 minimize potentially increased pollutant runoff caused by the increase in impervious surfaces to help prevent water quality impacts to the nearby Garnet Wash, Mission Creek, or Whitewater River. Impacts related to surface runoff that would result in substantial additional sources of 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 nearby surface waters including the Garnet Wash, Mission Creek, or Whitewater River, 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. As the Construction General Permit will include a number of project-specific BMPs to prevent any substantial degradation of water quality, 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 body of water is the Whitewater River located approximately 5 miles west of the project area. Neither the Whitewater River nor its tributaries are 303(d) listed. The road would be constructed within Zone X, an area determined to be outside the 100-year floodplain, as mapped in the Federal Emergency Management Agency Flood Insurance Rate Maps (see maps in Appendix E).

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

The site is approximately 40 miles south east of the nearest lake (Salton Sea), and is approximately 70 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 Whitewater River 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.
- Road surfaces shall be swept regularly (approximately once a month) to minimize sedimentation buildup.

WQ-2: The project will require coverage under the Construction General Permit 2009-0009-DWQ NPDES CAS No. CAS 000002 prior to any ground disturbance activities. 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. The project site must be fully stabilized using a combination of native hydroseed mix and/or stabilizing tackifier prior to filing the Notice of Termination.

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

a) **No Impact.** The project would not divide an established community. As a road widening project, the project would provide improved north-south connectivity within Riverside County

b) **No Impact.** Land use along North Indian Canyon Road, within Riverside County, includes Medium Density Residential, High Density Residential, Light Industrial, Rural Desert, and Commercial Retail. Zoning for this area is zoned for Controlled Development (W-2), One Family Dwellings (R-1), Controlled Development Area with Mobilehomes (W-2-M), General Commercial (C-1/C-P), Industrial Park (I-P), Manufacturing-Service Commercial (M-SC), Scenic Highway Commercial (C-P-S). North Indian Canyon Drive is the main corridor through this area. Industrial, commercial, and houses of varying design can be found in profusion along this corridor.

c) **Less Than Significant Impact.** The BSA is located within the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Area but is not located within any conservation area identified in Plan Documents and is not subject to any of the required avoidance and minimization measures specified in Section 4.4 of the CVMSHCP. The nearest conservation areas are the Willow Hole Conservation Area approximately 1 mile east of the BSA and the Whitewater Floodplain Conservation Area approximately 0.5 miles south of the BSA. The proposed project is a covered project under the CVMSHCP and is listed on Table 7-1 of the CVMSHCP as an associated arterial roadway project. Project impacts to covered species including burrowing owl, Coachella Valley fringe-toed lizard, and little San Bernardino linanthus were fully mitigated in advance of the project through the development of a reserve system as described in section 4.0 of the CVMSHCP. No additional mitigation or avoidance and minimization measures for these species are necessary. Recommended avoidance and minimization measures for the remaining five special status species with potential to occur are included in this document.

Avoidance, Minimization, and/or Mitigation Measures

None.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a & b) **No Impact.** There are no known mineral resources or locally important resources at the project site. The Riverside County General Plan EIR indicates the project site is located in Mineral Resource Zone 3 (MRZ-3), which consist of "Areas containing mineral deposits the significance of which cannot be evaluated from available data. "Since North Indian Canyon Drive is a previously disturbed commercial, residential, and industrial area, the disturbance of important mineral resources is not anticipated. The project would not result in impacts to mineral resources.

Avoidance, Minimization, and/or Mitigation Measures

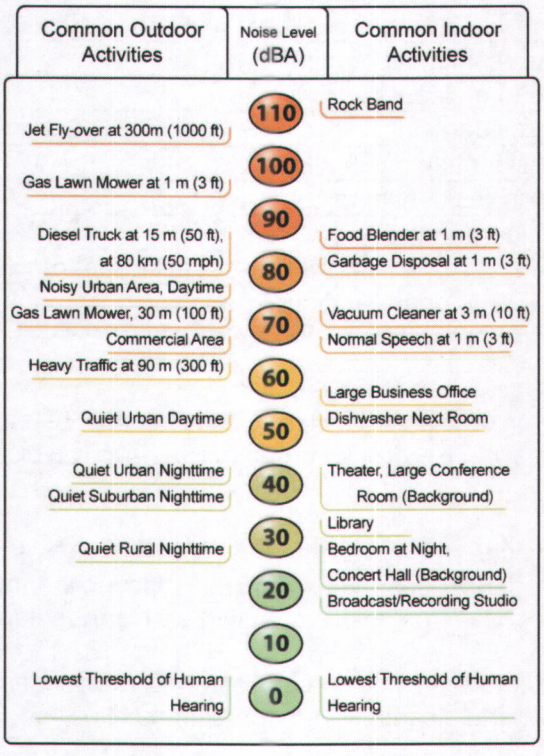
None.

XIII. NOISE: 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?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Regulatory Setting

Riverside County has established noise-level performance standards for projects affected by non-transportation sources and transportation sources. Noise is generally characterized as an equivalent continuous sound level (Leq) averaged over time, day-night average sound level (Ldn), or CNEL (Community Noise Equivalent Level). The Noise Element of the Riverside County General Plan outlines noise policy with respect to CEQA. Appendix I of the County Noise Element includes the *Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures Memorandum* (*MEMO*). *MEMO* sets maximum thresholds for both interior noise levels in residential dwellings and exterior noise levels with respect to transportation projects. The interior noise levels in residential dwellings shall not exceed 45 Ldn/CNEL. The exterior noise level shall not exceed 65 Ldn/CNEL per the County Noise Element. Table 7 identifies real world examples of common noise causing activities and their measurements in A-weighted decibels (dBA).

Figure 12. Noise Levels of Common Activities



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

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

Affected Environment

The noise environment near the proposed project is dominated by traffic sources. Background noise levels are primarily influenced by North Indian Canyon Drive. Traffic remains the dominant noise source at the project site. As a way to characterize noise levels, Table 8 summarizes typical ambient noise levels based on population density.

Table 8. Population Density and Associated Ambient Noise Levels

Population Density	dBA, Ldn
Rural Suburban	40–50
Quiet suburban residential or small town	45–50
Normal suburban residential urban	50–55
Normal urban residential	60
Noisy urban residential	65
Very noisy urban residential	70
Downtown, major metropolis	75–80
Under flight path at major airport, 0.5 to 1 mile from runway	78–85
Adjoining freeway or near a major airport	80–90
Sources: Cowan 1984, Hoover and Keith 1996	

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

The project area includes Low-Density and High-Density residential uses, Rural Desert, and Light Industrial land uses. The existing noise environment in the project area is dominated by traffic noise from traffic traveling on North Indian Canyon Drive.

Noise sensitive receptors include the surrounding residences located adjacent to North Indian Canyon Drive, the closest within approximately 50 feet away.

Table 9 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 9. Construction Equipment Noise Emission Levels

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

Source: Federal Transit Administration, 1995

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

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

Field Surveys

Short-term monitoring was conducted at three locations on Tuesday, November 29, 2016 using a Larson Davis Model 824 Precision Type 1 sound level meters (serial number 824A3562). The calibration of the meter was checked before and after the measurement using a Larson Davis CAL200 (serial number 8534). Measurements were taken over a 15-minute period at each site. The short-term measurement locations are identified in Figure 13.

During the short-term measurements, field staff attended each meter. Minute-to-minute Leq values collected during the measurement period (typically 15 minutes in duration) were logged by the sound level meter. Dominant noise sources that were not traffic-based were observed and noted during the measurements.

Temperature, wind speed, and humidity were noted during the short-term monitoring. During the short-term measurements, winds were gentle and speeds typically ranged from 15 to 21 miles per hour (mph). Temperatures ranged from 63°F to 66°F, with relative humidity typically 15% to 19%.

Table 10. Short-Term Measurement Results

Receiver ID	Location Description	Noise Sources	Vehicle Speed	Start Time/Date	Duration (Minutes)	Measured Leq, dBA
NM-1	Approximately 150 feet east of North Indian Canyon Drive. The measurement was taken in the parking lot belonging to Windmill Market.	Traffic traveling on North Indian Canyon Drive	55	10:58 am on Tuesday, November 29, 2016	15	60.8
NM-2	Approximately 85 feet west of North Indian Canyon Drive. The measurement was taken in the parking lot belonging to a mobile home residential development at 17069 North Indian Canyon Drive.	Traffic traveling on North Indian Canyon Drive	55	11:23 am on Tuesday, November 29, 2016	15	63.4
NM-3	Approximately 215 feet east of North Indian Canyon Drive. The measurement was taken on vacant undeveloped land near the existing single-family residence at 17725 Covey Street.	Traffic traveling on North Indian Canyon Drive	55	11:46 am on Tuesday, November 29, 2016	15	56.1

Source: Dokken Engineering, May 2017

The primary existing noise sources in the project area are transportation facilities. Traffic traveling on N Indian Canyon Drive is the main source of traffic noise in the project vicinity. The FHWA TNM 2.5 was used to evaluate traffic-related noise conditions in the vicinity of the project site. Since County of Riverside noise standards are expressed in Ldn/CNEL, TNM 2.5 was used to estimate noise levels expressed in dBA Lden, the level of noise expressed as a 24-hour average (also known as CNEL). Volumes from the project Traffic Operations Analysis Report (Dokken Engineering, January 23, 2017) were converted to an average daily traffic (ADT) count under the assumption that peak hour traffic volumes are typically ten percent of average daily traffic. The ADT counts were then used as inputs in TNM 2.5 to estimate noise levels in the existing condition in dBA CNEL. The existing model printouts are provided in Appendix B.

Table 11 shows the existing noise levels in the project area and also lists the location and type of development for each modeled receiver location. The ambient noise levels measured were used to establish the existing noise level at many locations within the project area. As shown in Table 11, existing residences at NM-2 and ER-1, ER-3, ER-5, ER-6, and ER-8 are exposed to exterior noise levels exceeding the County of Riverside noise threshold of 65 dBA CNEL.

Table 11. Existing Exterior Noise Levels

Receiver No.	Location	Type of Land Use	Number of Dwelling Units	Modeled Exterior Noise Level (CNEL)
NM-1	17080 North Indian Canyon Drive (Windmill Market)	Commercial	0	66.4
NM-2	17069 North Indian Canyon Drive	Residential	1	**69.0**
NM-3	17725 Covey Street	Residential	1	58.6
ER-1	17212 North Indian Canyon Drive	Residential	1	**71.6**
ER-2	17455 Covey Street	Residential	1	62.7
ER-3	17191 Covey Street	Residential	1	**65.3**
ER-4	17149 Covey Street	Residential	1	64.9
ER-5	17129 Covey Street	Residential	1	**65.2**
ER-6	69327 – 63999 Dillon Road	Residential	1	**69.4**
ER-7	63775 Dillon Road	Residential	1	64.8
ER-8	63775 Dillon Road	Residential	1	**65.1**
ER-9	63775 Dillon Road	Residential	1	64.7
ER-10	17080 Covey Street	Residential	1	63.9
ER-11	17080 Sanborn Street	Residential	1	59.9
ER-12	64093 Dillon Road	Residential	1	60.3
ER-13	17077 Keith Street	Residential	1	57.7

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: Dokken Engineering, May 2017

In accordance with the County of Riverside General Plan's MEMO: Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures, it is assumed that standard residential design (with windows closed) will provide no more than 20 dBA of attenuation. Table 12 shows the estimated interior noise levels at each noise receiver location representing a residence with exterior-to-interior noise attenuation. Results for NM-1 are not shown since the 45 dBA interior threshold applies to residences only and NM-1 is a commercial use. As shown in Table 12, existing residences at NM-2 and ER-1, ER-3, ER-5, ER-6, and ER-8 are exposed to interior noise levels exceeding the County of Riverside noise threshold of 45 dBA CNEL.

Table 12. Existing Interior Noise Levels

Receiver No.	Location	Type of Land Use	Number of Dwelling Units	Modeled Interior Noise Level (CNEL)
NM-1	17080 N Indian Canyon Drive (Windmill Market)	Commercial	0	N/A
NM-2	17069 N Indian Canyon Drive	Residential	1	**49.0**
NM-3	17725 Covey Street	Residential	1	38.6
ER-1	17212 N Indian Canyon Drive	Residential	1	**51.6**
ER-2	17455 Covey Street	Residential	1	42.7
ER-3	17191 Covey Street	Residential	1	**45.3**
ER-4	17149 Covey Street	Residential	1	44.9
ER-5	17129 Covey Street	Residential	1	**45.2**
ER-6	69327 – 63999 Dillon Road	Residential	1	**49.4**
ER-7	63775 Dillon Road	Residential	1	44.8
ER-8	63775 Dillon Road	Residential	1	**45.1**
ER-9	63775 Dillon Road	Residential	1	44.7
ER-10	17080 Covey Street	Residential	1	43.9
ER-11	17080 Sanborn Street	Residential	1	39.9
ER-12	64093 Dillon Road	Residential	1	40.3
ER-13	17077 Keith Street	Residential	1	37.7

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: Dokken Engineering, May 2017

V:\2267 North Indian Canyon Drive Widening\Noise\Noise TNM.mxd

Source: BING Maps Online; Dokken Engineering 8/14/2017; Created By: kchen

1 inch = 600 feet

0 1,200 2,400 3,600 Feet

FIGURE 13
Noise Measurement and Receiver Locations

North Indian Canyon Road Widening Project
Riverside County, California

Environmental Consequences

Operational Impacts

Future Exterior Noise Levels

The opening-year traffic noise modeling results summarized in Table 13, indicate that exterior noise levels would range between 59.4 dBA CNEL and 72.3 dBA CNEL without the proposed project. Exterior noise levels at NM-1, NM-2, ER-1, and ER-3 through ER-10 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under No-Build conditions.

Exterior noise levels under the Build Alternative would range between 63.9 dBA and 70.5 dBA CNEL in 2019. Exterior noise levels at NM-1, NM-2, and ER-1 through ER-9 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under the Build Alternative. The greatest increase in exterior noise levels that would occur is 3.9 dBA CNEL at noise receiver NM-3. However, noise levels under the Build Alternative at NM-3 would remain under the County of Riverside 65 dBA CNEL exterior noise threshold. The proposed project would also cause ER-2 to exceed the County of Riverside exterior noise threshold where it would not already be exceeded without the proposed project. Therefore, potentially substantial permanent increases in exterior noise could occur at ER-2 as a result of the proposed project in 2019.

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

Receptor # and Location	Predicted Noise Level for No-Build (2019) (dBA CNEL)	Predicted Noise Level for Build (2019) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	**67.7**	**67.2**	-0.5
NM-2	**69.8**	**69.6**	-0.2
NM-3	60.0	63.9	3.9
ER-1	**72.3**	**70.5**	-1.8
ER-2	63.5	**65.6**	2.1
ER-3	**66.0**	**66.4**	0.4
ER-4	**65.7**	**66.3**	0.6
ER-5	**66.0**	**66.3**	0.3
ER-6	**71.0**	**68.6**	-2.4
ER-7	**66.6**	**65.8**	-0.8
ER-8	**66.9**	**65.9**	-1
ER-9	**66.5**	**65.3**	-1.2
ER-10	**65.8**	58.2	-7.6
ER-11	61.8	57.3	-4.5
ER-12	62.1	62.6	0.5
ER-13	59.4	60.1	0.7

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

The design-year traffic noise modeling results summarized in Table 14 indicate that exterior noise levels would range between 61.0 dBA CNEL and 73.9 dBA CNEL without the proposed project. Exterior noise levels at NM-1, NM-2, ER-1, and ER-3 through ER-10 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under No-Build conditions.

Exterior noise levels at NM-1 through NM-3, ER-1 through ER-10, and ER-12 would be exposed to noise levels exceeding the County of Riverside 65 dBA CNEL exterior noise level threshold under the Build Alternative. The greatest increase in exterior noise levels that would occur is 5.5 dBA CNEL at noise receiver NM-3. The proposed project would also cause NM-3, ER-2, and ER-12 to exceed the County of Riverside exterior noise threshold where it would not already be exceeded without the proposed project. Therefore, potentially substantial permanent increases in exterior noise could occur at NM-3, ER-2, and ER-12 as a result of the proposed project in 2040.

Table 14. Comparison of Estimated Exterior Noise Levels in Design-Year (2040)

Receptor # and Location	Predicted Noise Level for No-Build (2040) (dBA CNEL)	Predicted Noise Level for Build (2040) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	**69.3**	**68.9**	-0.4
NM-2	**71.3**	**71.2**	-0.1
NM-3	61.5	**67**	5.5
ER-1	**73.9**	**72.1**	-1.8
ER-2	65	**67.7**	2.7
ER-3	**67.5**	**68**	0.5
ER-4	**67.2**	**68**	0.8
ER-5	**67.5**	**68**	0.5
ER-6	**72.5**	**70.3**	-2.2
ER-7	**68.1**	**67.7**	-0.4
ER-8	**68.4**	**67.9**	-0.5
ER-9	**68.1**	**67.6**	-0.5
ER-10	**67.3**	**66.8**	-0.5
ER-11	63.3	64	0.7
ER-12	63.6	**65.3**	1.7
ER-13	61.0	63.3	2.3

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

Future Interior Noise Levels

In accordance with the County of Riverside General Plan's *MEMO: Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures*, it is assumed that standard residential design (with windows closed) will provide no more than 20 dBA

of attenuation. Tables 15 and 16 show the estimated interior noise levels at each noise receiver location representing a residence with exterior-to-interior noise attenuation.

The opening-year traffic noise modeling results summarized in Table 15 indicates that interior noise levels would range between 39.4 dBA CNEL and 52.3 dBA CNEL without the proposed project. Interior noise levels at NM-2, ER-1, and ER-3 through ER-10 would be exposed to noise levels exceeding the County of Riverside 45 dBA CNEL interior noise level threshold under No-Build conditions.

The greatest increase in interior noise levels that would occur is 3.9 dBA CNEL at noise receiver NM-3. However, noise levels under the Build Alternative at NM-3 would remain under the County of Riverside 45 dBA CNEL interior noise threshold. The proposed project would not cause noise levels to exceed the County of Riverside interior noise threshold at residences where it would not already be exceeded without the proposed project.

Table 15. Comparison of Estimated Interior Noise Levels in Opening-Year (2019)

Receptor # and Location	Predicted Noise Level for No-Build (2019) (dBA CNEL)	Predicted Noise Level for Build (2019) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	N/A	N/A	N/A
NM-2	**49.8**	**49.6**	-0.2
NM-3	40	43.9	3.9
ER-1	**52.3**	**50.5**	-1.8
ER-2	43.5	**45.6**	2.1
ER-3	**46**	**46.4**	0.4
ER-4	**45.7**	**46.3**	0.6
ER-5	**46.0**	**46.3**	0.3
ER-6	**51**	**48.6**	-2.4
ER-7	**46.6**	**45.8**	-0.8
ER-8	**46.9**	**45.9**	-1
ER-9	**46.5**	**45.3**	-1.2
ER-10	**45.8**	38.2	-7.6
ER-11	41.8	37.3	-4.5
ER-12	42.1	42.6	0.5
ER-13	39.4	40.1	0.7

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5.

The design-year traffic noise modeling results summarized in Table 16 indicate that the traffic noise level would range between 41.0 dBA CNEL and 53.9 dBA CNEL without the proposed project. Interior noise levels at NM-2, ER-1, and ER-3 through ER-10 would be exposed to noise levels exceeding the County of Riverside 45 dBA CNEL interior noise level threshold under No-Build conditions.

Noise levels under the Build Alternative would range between 43.3 dBA and 52.1 dBA CNEL in 2040. Interior noise levels at NM-2, NM-3, ER-1 through ER-10, and ER-12 would be exposed to noise levels exceeding the County of Riverside 45 dBA CNEL interior noise level threshold under the Build Alternative. The greatest increase in interior noise levels that would occur is 5.5 dBA CNEL at noise receiver NM-3. The proposed project would also cause NM-3, ER-2, and ER-12 to exceed the County of Riverside interior noise threshold where it would not already be exceeded without the proposed project. Therefore, potentially substantial permanent increases in interior noise could occur at NM-3, ER-2, and ER-12 as a result of the proposed project in 2040.

Table 16. Comparison of Estimated Interior Noise Levels in Design-Year (2040)

Receptor # and Location	Predicted Noise Level for No-Build (2040) (dBA CNEL)	Predicted Noise Level for Build (2040) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	N/A	N/A	N/A
NM-2	**51.3**	**51.2**	-0.1
NM-3	41.5	**47**	5.5
ER-1	**53.9**	**52.1**	-1.8
ER-2	45	**47.7**	2.7
ER-3	**47.5**	**48**	0.5
ER-4	**47.2**	**48**	0.8
ER-5	**47.5**	**48**	0.5
ER-6	**52.5**	**50.3**	-2.2
ER-7	**48.1**	**47.7**	-0.4
ER-8	**48.4**	**47.9**	-0.5
ER-9	**48.1**	**47.6**	-0.5
ER-10	**47.3**	**46.8**	-0.5
ER-11	43.3	44	0.7
ER-12	43.6	**45.3**	1.7
ER-13	41.0	43.3	2.3

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

Future Noise Levels with Rubberized Asphalt

Traffic noise levels are anticipated to exceed the County of Riverside exterior and interior noise thresholds under the Build Alternative in both opening-year and design-year conditions as shown in Tables 17 through 20. Incorporation of rubberized asphalt, as described in Measure NOI-1, is recommended on North Indian Canyon Drive between Dillon Road and 18th Avenue where sensitive receptors are present. Rubberized asphalt would attenuate noise levels approximately 3 dBA.

NOI — 1: Rubberized and/or open grade asphalt will be used on roadways where noise impacts are anticipated to occur (North Indian Canyon Drive and Dillon Road).

Tables 17-20 show the 3 dB noise reduction in exterior and interior noise levels for affected noise receivers under the Build Alternative in both opening-year and design-year conditions. The use of rubberized asphalt is sufficient to mitigate exterior and interior noise levels to below No-Build levels and even improve the noise environment where noise levels exceed County of Riverside noise thresholds without the proposed project except at NM-3. At NM-3, noise levels with rubberized asphalt would be up to 2.5 dBA higher than under No-Build levels, but would be reduced to noise levels below the County of Riverside exterior and interior noise thresholds.

Table 17. Comparison of Estimated Exterior Noise Levels in Opening-Year (2019) with Rubberized Asphalt

Receptor # and Location	Predicted Noise Level for No-Build (2019) (dBA CNEL)	Predicted Noise Level for Build (2019) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	**67.7**	64.2	-3.5
NM-2	**69.8**	**66.6**	-3.2
NM-3	60	60.9	0.9
ER-1	**72.3**	**67.5**	-4.8
ER-2	63.5	62.6	-0.9
ER-3	**66**	63.4	-2.6
ER-4	**65.7**	63.3	-2.4
ER-5	**66**	63.3	-2.7
ER-6	**71**	**65.6**	-5.4
ER-7	**66.6**	62.8	-3.8
ER-8	**66.9**	62.9	-4
ER-9	**66.5**	62.3	-4.2
ER-10	**65.8**	55.2	-10.6
ER-11	61.8	54.3	-7.5
ER-12	62.1	59.6	-2.5
ER-13	59.4	57.1	-2.3

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

Table 18. Comparison of Estimated Interior Noise Levels in Opening-Year (2019) with Rubberized Asphalt

Receptor # and Location	Predicted Noise Level for No-Build (2019) (dBA CNEL)	Predicted Noise Level for Build (2019) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	N/A	N/A	N/A
NM-2	**49.8**	**46.6**	-3.2
NM-3	40	40.9	0.9
ER-1	**52.3**	**47.5**	-4.8
ER-2	43.5	42.6	-0.9
ER-3	**46**	43.4	-2.6
ER-4	**45.7**	43.3	-2.4
ER-5	**46**	43.3	-2.7
ER-6	**51**	45.6	-5.4
ER-7	**46.6**	42.8	-3.8
ER-8	**46.9**	42.9	-4
ER-9	**46.5**	42.3	-4.2
ER-10	**45.8**	35.2	-10.6
ER-11	41.8	34.3	-7.5
ER-12	42.1	39.6	-2.5
ER-13	39.4	37.1	-2.3

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

Table 19. Comparison of Estimated Exterior Noise Levels in Design-Year (2040) with Rubberized Asphalt

Receptor # and Location	Predicted Noise Level for No-Build (2040) (dBA CNEL)	Predicted Noise Level for Build (2040) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	**69.3**	**65.9**	-3.4
NM-2	**71.3**	**68.2**	-3.1
NM-3	61.5	64	2.5
ER-1	**73.9**	**69.1**	-4.8
ER-2	65	64.7	-0.3
ER-3	**67.5**	65	-2.5
ER-4	**67.2**	65	-2.2
ER-5	**67.5**	65	-2.5
ER-6	**72.5**	**67.3**	-5.2

Receptor # and Location	Predicted Noise Level for No-Build (2040) (dBA CNEL)	Predicted Noise Level for Build (2040) (dBA CNEL)	Noise Difference (dBA CNEL)
ER-7	**68.1**	64.7	-3.4
ER-8	**68.4**	64.9	-3.5
ER-9	**68.1**	64.6	-3.5
ER-10	**67.3**	**63.8**	-3.5
ER-11	63.3	61	-2.3
ER-12	63.6	62.3	-1.3
ER-13	61.0	60.3	-0.7

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

Table 20. Comparison of Interior Noise Levels in Design-Year (2040) with Rubberized Asphalt

Receptor # and Location	Predicted Noise Level for No-Build (2040) (dBA CNEL)	Predicted Noise Level for Build (2040) (dBA CNEL)	Noise Difference (dBA CNEL)
NM-1	N/A	N/A	N/A
NM-2	**51.3**	**48.2**	-3.1
NM-3	41.5	44	2.5
ER-1	**53.9**	**49.1**	-4.8
ER-2	45	44.7	-0.3
ER-3	**47.5**	45	-2.5
ER-4	**47.2**	45	-2.2
ER-5	**47.5**	45	-2.5
ER-6	**52.5**	**47.3**	-5.2
ER-7	**48.1**	44.7	-3.4
ER-8	**48.4**	44.9	-3.5
ER-9	**48.1**	44.6	-3.5
ER-10	**47.3**	43.8	-3.5
ER-11	43.3	41	-2.3
ER-12	43.6	42.3	-1.3
ER-13	41	40.3	-0.7

Bold indicates noise levels exceeding County of Riverside noise threshold
Source: FHWA Traffic Noise Model 2.5

Based on the analysis discussed above, the proposed project would also not result in any substantial permanent increase in ambient noise levels. Therefore, impacts would be **Less than Significant with Mitigation Incorporated**.

Construction Impacts

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by the County of Riverside. Construction activity could result in noise that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard. Other construction activities associated with the proposed project may cause a small amount of groundborne vibration; however vibration from these activities would be short-term and intermittent. Although temporary construction noise for capital improvement projects is exempt from local noise ordinances, the project would include construction methods, structure designs, and operational methods that would reduce the potential noise and vibration impacts to less than significant levels, and work activities would not exceed 86 dBA LMax at 50 feet between the hours of 9 p.m. to 6 a.m. for the duration of construction.

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

b) **Less Than Significant.**

Affected Environment

Construction of the proposed project could potentially increase groundborne vibration or noise in the project area. Table 21 provides an estimate of vibration levels associated with construction activities for each piece of equipment. These are based on a wide range of soil conditions.

Table 21. Vibration Source Levels for Construction Equipment

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

Source: Federal Transit Administration, 2006. See also: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

During construction, the equipment with the greatest potential for vibration impacts would be generated by vibratory rollers, which would compact soil over the widened areas of North Indian Canyon Road and Dillon Road. Based on the information shown in

Table 22, vibratory rollers could cause continuous vibration levels up to 0.210 PPV to buildings within 25 feet of North Indian Canyon Drive during construction.

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

Table 22. Guideline Vibration Damage Potential Threshold Criteria

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

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls.
Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, June 2004

None of the buildings within 25 feet of where soil compaction would occur are considered extremely fragile, fragile, or historic buildings. The majority of buildings in the project vicinity that would be impacted are residential structures and modern industrial/commercial buildings. Therefore, no buildings would be exposed to potentially damaging construction vibration levels from vibratory rollers exceeding the thresholds shown in Table 23.

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

Table 23. Guideline Vibration Annoyance Potential Criteria

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

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls.
Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, June 2004

As shown in Table 23, vibration levels as a result of construction activity, specifically use of a vibratory roller, would exceed the "Strongly perceptible" level but would fall well short of the severe level. Furthermore, vibratory rollers are mobile and individual receptors would not be subject to perceptible vibration for extended periods.

Environmental Consequences

Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the proposed project because operation of the proposed project would not involve vibration creating activities. No impacts due to vibration from transportation sources are anticipated as vehicles travelling on North Indian Canyon Road are supported on flexible suspension systems and pneumatic tires and are not an efficient source of ground vibration. Since the proposed project would involve new pavement, vibration generated by roadway traffic on North Indian Canyon Road would be reduced to levels less than existing conditions.

d) **Less Than Significant with Mitigation Incorporated.** No significant adverse noise impacts from construction are anticipated with mitigation incorporated because construction noise would be short-term and intermittent, and construction would be conducted in accordance with County ordinances as appropriate, as included in minimization measure NOI-2.

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 Palm Springs International Airport, located approximately 7 miles southeast of the proposed 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 Desert Jet, located 7 miles southeast of the proposed project site. .

Avoidance, Minimization, and/or Mitigation Measures

NOI-1: Rubberized and/or open grade asphalt will be used on roadways where noise impacts are anticipated to occur (North Indian Canyon Drive and Dillon Road).

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

- Work activities shall occur within the hours of 7 a.m. to 6 p.m. for the duration of construction.
- 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.

XIV. POPULATION AND HOUSING: 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

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, the project would result in the relocation of private improvements such as walls and fences. The project would result in utility relocation and adjustments to power poles, manholes, utility vaults, water valves, pedestals and water meters. However, the proposed project would not displace any existing housing or people.

Avoidance, Minimization, and/or Mitigation Measures

None.

XV. PUBLIC SERVICES:	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:	☐	☒	☐	☐
I) Fire protection?	☐	☒	☐	☐
II) Police protection?	☐	☒	☐	☐
III) Schools?	☐	☐	☐	☒
IV) Parks?	☐	☐	☐	☒
V) Other public facilities?	☐	☐	☐	☒

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 North Indian Canyon Drive. 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. North Indian Canyon Drive 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 North Indian Canyon Drive. Measure TRA-1 below and 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 management 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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.** No designated bike lanes exist within the project area. 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?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

Affected Environment

Indian Canyon Drive is a divided 4-lane north-south arterial in the project area through the City of Desert Hot Springs, County of Riverside and the City of Palm Springs. It is classified as a Major Arterial north of Dillon Road and an Urban Arterial south of Dillion Road per the City of Desert Hot Springs General Plan. Indian Canyon Drive is classified as a Major thoroughfare between Dillion Road and 19th Avenue and between Garnet Avenue and Racquet Club Road, and as a Major Thoroughfare between 19th Avenue and 20th Avenue per the City of Palm Springs Circulation Element. In addition, North Indian Canyon Drive provides connectivity to the I-10 and to and from the City of Palm Springs. Street parking is not allowed. There are no existing sidewalks with the

exception of the segments along Indian Canyon Drive between 20th Avenue and Garnet Avenue. No designated bike lanes exist within the study area.

Table 24. 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 back-ups 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

A Traffic Operations Analysis was prepared by Dokken Engineering on behalf of the County for the North Indian Canyon Road Widening project in May 2017. Opening and Future Year daily and peak hour volumes were forecasted for all roadway segments and intersections in the proposed project area.

Operational improvements on North Indian Canyon Road will greatly improve traffic conditions and reduce delay. 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 2017 traffic study provides level-of-service AM and PM analysis for the following five intersections within and directly adjacent to the proposed project area:

1. Dillon Road/North Indian Canyon Drive
2. 18th Avenue/North Indian Canyon Drive
3. Grow Facility Main Driveway/North Indian Canyon Drive
4. 19th Avenue/North Indian Canyon Drive
5. 20th Avenue/North Indian Canyon Drive

The following time frames were analyzed in this traffic analysis:

1. Existing Year 2016 Conditions
2. Forecast Opening Year 2019 No Build Conditions
3. Forecast Opening Year 2019 Build Conditions
4. Forecast Year 2040 No Build Conditions
5. Forecast Year 2040 Build Conditions

The results of the level-of-service intersection analysis are provided below in Table 25.

Table 25. Intersection Level-of-Service Calculation Summary

AM Peak Hour					
Intersection	**Existing Conditions (Year 2016)**	**Opening Year 2019 "No Project"**	**Opening Year 2019 "With Project"**	**Forecast Year 2045 "No Project"**	**Forecast Year 2040 "With Project"**
	LOS – Delay	**LOS – Delay**	**LOS – Delay**	**LOS – Delay**	**LOS – Delay**
Dillon Road/North Indian Canyon Drive	C – 47.1 sec.	F 83.9 sec.	B – 12.3 sec.	F – 284.6 sec.	D – 35.7 sec.
18th Avenue/North Indian Canyon Drive	A – 0.0 sec.	E – 39.3 sec.	C – 20.7 sec.	F – 119.9 sec.	E – 37.9 sec.
Grow Facility Main Driveway/North Indian Canyon Drive	n/a	E – 46.2 sec.	A – 1.7 sec.	F – 155.5 sec.	A – 2.2 sec.
19th Avenue/North Indian Canyon Drive	C – 17.8 sec.	C – 22.4 sec.	C – 15.3 sec.	F – 55.4 sec.	D – 26.0 sec.
20th Avenue/North Indian Canyon Drive	C – 20.6 sec.	B – 18.2 sec.	B – 18.2 sec.	C – 24.8 sec.	C – 24.8 sec.
PM Peak Hour					
Intersection	**Existing Conditions (Year 2016)**	**Opening Year 2019 "No Project"**	**Opening Year 2019 "With Project"**	**Forecast Year 2040 "No Project"**	**Forecast Year 2040 "With Project"**
	LOS – Delay	**LOS – Delay**	**LOS – Delay**	**LOS – Delay**	**LOS – Delay**
Dillon Road/North Indian Canyon Drive	F – 90.2 sec.	F – 244.2 sec.	A 9.9 sec.	F – 578.5 sec.	B – 16.8 sec.
18th Avenue/North Indian Canyon Drive	A – 0.0 sec.	F – Overflow	A – 43.6 sec.	F – Overflow	F – Overflow
Grow Facility Main Driveway/North Indian Canyon Drive	n/a	F – Overflow	A – 8.0 sec.	F – Overflow	C – 20.5 sec.
19th Avenue/North Indian Canyon Drive	C – 17.8 sec.	F – 67.7 sec.	D – 32.3 sec.	F – Overflow	F – 148.7 sec.
20th Avenue/North Indian Canyon Drive	C – 20.6 sec.	C – 21.5 sec.	C – 21.5 sec.	C – 28.5 sec.	C – 28.5 sec.

Source: Dokken Engineering, North Indian Canyon Road Widening Traffic Operations Analysis Report, 2017

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

Environmental Consequences

Under Build conditions, it is expected that the volumes will remain the same 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, North Indian Canyon Road is generally expected to have improved traffic operating conditions in the project opening year as well as future horizon year of 2040.

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 North Indian Canyon Road and to be designed to maintain an acceptable level of service (LOS) beyond present time. As stated in the affected environment section, North Indian 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 Palm Springs International Airport, located approximately 7 miles southeast of the proposed project site. The project does not provide additional access to this airport and will not change air traffic patterns. Additionally, the project is needed to provide additional capacity along North Indian Canyon and would decrease increase traffic levels, not increase them. Further, the proposed project does not conflict within the Palm Springs International Airport Compatibility Map or runway protection zone (Riverside County Airport Land Use Commission, 2005). Therefore, 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.

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. North Indian 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 North Indian Canyon Road. TRA-1 would be implemented to minimize any potential impacts to emergency service access.

f) **No Impact.** There would be no conflicts with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, and performance or safety of such facilities. The road would be wide enough to accommodate bicycle lanes and pedestrian facilities.

Avoidance, Minimization, and/or Mitigation Measures

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

XVIII. UTILITIES AND SERVICE SYSTEMS: 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

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. Implementation of Measure WQ-1 and WQ-2 would ensure wastewater treatment would not be exceeded, and impacts would be less than significant with mitigation incorporated.

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.** No new storm water improvements are anticipated, the impact would not be significant. The project will add a net impervious surface of approximately 3.5 acres to the area. The proposed project is anticipated to include storm water drainage improvements to channel runoff more efficiently, reduce erosion, and convey runoff to a controlled location at appropriate locations. Implementation of Measure WQ-1 and WQ-2 would ensure impacts would be less than significant with mitigation incorporated.

d) **No Impact.** Existing water supplies are sufficient for the project. As a transportation facility, no increased long-term usage is needed.

e) **No Impact.** Waste water treatment is not needed for this project. As a transportation facility, only storm water would be affected.

f) **Less Than Significant.** As a transportation project, the project would not generate substantial solid waste during operation. During construction, solid waste may be generated from modification of currently paved portions, however, the amount is not expected to exceed landfill capacities.

g) **No Impact.** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

Avoidance, Minimization, and/or Mitigation Measures

None.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE	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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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-9. Inclusion of these measures would ensure that the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animals. Based on results of the Cultural Resources Inventory Report (2017) the project would not eliminate important examples of the major periods of California history or prehistory.

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

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

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

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

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

Adjacent projects include the development of the Coachillin Park, a vacant 154 acre lot split into two parcels for commercial and industrial development. Development within the Coachillin Park will impact habitat for the following sensitive species: Coachella Valley milk-vetch, Little San Bernardino Mountains linanthus, desert tortoise, flat-tailed horned lizard, Coachella Valley fringe-toed lizard, Palm Springs pocket mouse, and Palm Springs round-tailed ground squirrel. Impacts to these species are anticipated to be mitigated for through payment to the CVMSHCP. Additional development in the vicinity of the project within the City of Desert Hot Springs is anticipated due to the rapid growth trends within the region. Approved residential developments include Agua Dulce, Vista Hacienda, Indigo Lakes, Eagle Point, Indian Highlands, Mountain View Estates, Paradise Springs, Vista del Monte, Silver Oakes, Palmwood, Skybourne, Tuscan Hills, and Highland Falls. If all are built as planned, 12,000 new homes will be built in the City of Desert Hot Springs along with the development of approved commercial properties including Oasis, Pierson Boulevard Corridor, Pierson Professional Center and the Village at Mission Lakes.

Foreseeable future roadway improvements within the project's vicinity include widening of the north-south running North Indian Canyon Drive from Dillon Road to Pierson Road and widening of the east-west running roads Dillon Road and Pierson Road from their connections with SR-62 to Palm Drive in the City of Desert Hot Springs. These future roadway improvements are all accounted for in the CVMSHCP and anticipated impacts have all been mitigated for.

Considering the mitigation for this project through the CVMSHCP, and the measures proposed to avoid and minimize impacts to the biological resources, it is not expected that the project would substantially contribute to cumulative effects to any protected species or their habitats. No additional cumulative impacts are anticipated.

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 widens an existing roadway 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. No land use changes in vicinity of the proposed project are anticipated as a result of the proposed project.

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 North Indian Canyon Road and to be designed to maintain an acceptable level of service (LOS) beyond present time. North Indian 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.

Adjacent projects include the development of the Coachillin Park, a vacant 154 acre lot split into two parcels for commercial and industrial development. Impacts to traffic is anticipated to be mitigated through improvements at various intersections. Additional development in the vicinity of the project within the City of Desert Hot Springs is anticipated due to the rapid growth trends within the region. Approved residential developments include Agua Dulce, Vista Hacienda, Indigo Lakes, Eagle Point, Indian Highlands, Mountain View Estates, Paradise Springs, Vista del Monte, Silver Oakes, Palmwood, Skybourne, Tuscan Hills, and Highland Falls. If all are built as planned, 12,000 new homes will be built in the City of Desert Hot Springs along with the development of approved commercial properties including Oasis, Pierson Boulevard Corridor, Pierson Professional Center and the Village at Mission Lakes.

Foreseeable future roadway improvements within the project's vicinity include widening of the north-south running North Indian Canyon Drive from Dillon Road to Pierson Road and widening of the east-west running roads Dillon Road and Pierson Road from their connections with SR-62 to Palm Drive in the City of Desert Hot Springs. These future roadway improvements are all accounted for in the County General Plan and anticipated impacts will be mitigated for.

Considering this project is planned for in the County General Plan, and the project aims to alleviate future traffic congestion along this roadway, it is not expected that the project would substantially contribute to cumulative effects to transportation or traffic. No additional cumulative impacts are anticipated.

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

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

Zach Liptak, Associate Environmental Planner. B.S. in Environmental Science; 9 years environmental planning experience. Contribution: Environmental Lead.

Ken Chen, Environmental Planner. B.S. in Community Development and Regional Development; 3 years environmental planning experience. Contribution: Environmental Document; Noise Study Report and Air Quality Report preparation

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

Scott Salambier, Environmental Planner/Biologist. B.S. in Environmental Science; 7 years biological experience . Contribution: Biological Resources Report.

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

Brian Marks, Associate Environmental Planner, B.S. in Environmental Science, 20 years of experience. Contribution: Cultural Resources Report; GIS Mapping.

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Distribution List

Notice of Availability (unless IS hardcopies specified)

Adjacent Property Owners

All adjacent property owners within 500 feet of the proposed project were mailed a Notice of Availability/Notice of Intent to Adopt a Mitigated Negative Declaration on August 29, 2017, at the beginning of the circulation period.

Interested Parties/Organizations

Agua Caliente Band of Cahuilla Indians
ATTN: Patricia Garcia-Plotkin, THPO
5401 Dinah Shore Drive
Palm Springs, CA 92264

Twenty-Nine Palms Band of Mission Indians
ATTN: Anthony Madrigal, Tribal Grants Administrator
46-200 Harrison Place
Coachella, CA 92236

Federal Agencies

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

State Agencies

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

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

Colorado River Basin Regional Water Quality Control Board
73-720 Fred Waring Drive,
Suite 100
Palm Desert, CA 92260

Local Agencies

City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

City of Desert Hot Springs ·
65-950 Pierson Blvd.
Desert Hot Springs, CA 92240

Desert Hot Springs Police Department
65-950 Pierson Blvd.
Desert Hot Springs, CA 92240

Coachella Valley Association-Government
73710 Fred Waring Dr #200,
Palm Desert, CA 92260

Desert Hot Springs Library
11691 West Dr, Desert Hot Springs, CA 92240
(hardcopy)

Supervisor V. Manuel Perez
4th District, Riverside County
73-710 Fred Waring Drive,
Suite 222
Palm Desert, CA 92260

Utilities

Time Warner Cable
ATTN: Lee Hobson
83-475 Avenue 45
Indio, CA 92201

A T & T (LONG DISTANCE)
ATTN: Joseph Forkert
22311 Brookhurst St, Ste 203
Huntington Beach, CA 92646

Coachella Valley Water District
ATTN: Tyler Hull
P.O. Box 1058
Coachella, CA 92236

Imperial Irrigation District
ATTN: Sam Singh
81600 Avenue 58
La Quinta, CA 92253-1080

Kinder Morgan Energy Partners, L.P
ATTN: Karley Payne
1100 Town and Country Rd
Orange, CA 92868

Verizon Business
ATTN: Dean Boyer
2400 N. Glenville Drive
Richardson. TX 75082

Frontier Communications
ATTN: Luis Becerra
295 North Sunrise Way
Palm Springs, CA 92262-5295

Southern California Gas Company
ATTN: Luis Ramirez
9400 Oakdale Ave
Chatsworth, CA 91311-6511

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

Level 3 Communications
ATTN: Jose Renteria
1550 Marlborough Avenue,
Suite 100
Riverside, CA 92507

MWD
ATTN: Kathy J Meyer
P.O. Box 54153
Los Angeles, CA 90054

Southern California Edison Company
ATTN: Carolyn Hensley
300 N Pepper Street, Bldg "C"
Redlands, CA 92373

Southern California Edison Co
Facilities Mapping, Bldg D
ATTN: Kimberlie Gurule
1444 E. McFadden Avenue
Santa Ana, CA 92705

Sunesys, LLC.
Western Regional Office
ATTN: Ed Mulcahy
226 N. Lincoln Avenue
Corona, CA 92882

Questar Southern Trails Pipeline
ATTN: Denton Johnson
Mail Stop OC129
P.O. Box 45360
Salt Lake City, UT 84145-0360

Appendix A Mitigation Monitoring and Reporting Plan

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE NORTH INDIAN CANYON ROAD WIDENING PROJECT

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
AESTHETICS **AES-1:** Per Riverside County Transportation Department's standards regarding erosion control, exposed slopes will be revegetated.	After Construction	County of Riverside and Contractor		
AES-2: The design and implementation of aesthetic elements shall be coordinated between the community and Riverside County Transportation Department and incorporated during final design.	Prior to Construction	County of Riverside		
AIR QUALITY **AQ-1**: The construction contractor shall comply with Caltrans' Standard Specifications Section 14-9.03 Dust Control of Caltrans' Standard Specifications (2010). Construction of the project would also comply with the South Coast Air Quality Management District's Rule 403 — Fugitive Dust.	During Construction	Contractor		
AQ-2: The construction contractor shall comply with Section 7-1.02 Emissions Reduction and Section 18 Dust Palliative of Caltrans' Standard Specifications (2010).	During Construction	Contractor		
AQ-3: The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows: • Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution. • All distribution equipment shall be equipped with a positive means of shutoff. • Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project.	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
• If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER – DO NOT DRINK." • Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.				
BIOLOGICAL RESOURCES **BIO-1:** Best Management Practices will be incorporated into project design and project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.). All Temporary BMPs will remain in place until vegetation has been restored to pre-Project conditions or permanent BMPs are in place and functioning: • The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation. • Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control • blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams. • Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected. • Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.	Prior to and During Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
• Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities. • All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution. • Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented. • All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state. • All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species. • All construction materials would be hauled off-site after completion of construction.				
BIO-2: The contractor shall dispose of all food-related trash in closed containers, and shall remove it from the project area each day during the construction period. Construction personnel will not feed or otherwise attract wildlife to the project area.	During Construction	County of Riverside and Contractor		
BIO-3: The contractor will not apply rodenticides or herbicides in the project area during construction activities.	During Construction	Contractor		
BIO-4: Pre-construction environmental awareness training will be provided to all construction workers. The training will include at a minimum, a description of all special status species with the potential of occurring within the project area, a	Prior to Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
brief summary of their life histories, and a protocol for discovery of the species during construction within the Project Area.				
BIO-5: If any wildlife is encountered during the course of construction, said wildlife will be allowed to leave the construction area unharmed.	During Construction	Contractor		
BIO-6: Prior to the burrowing owl nesting season during the year of construction, the County may have biologists re-survey the Project Area for presence of burrowing owl. If suitable burrows are discovered, one-way doors may be installed to prevent re-entry and continued occupation of the site. This will minimize the potential for take of individual burrowing owl within the project area.	Prior to Construction	County of Riverside		
BIO-7: If vegetation removal is to take place during the nesting season (February 1st – August 31st), a pre-construction nesting bird survey must be conducted prior to vegetation removal. It is recommended that all vegetation cleared by the biologist be removed by the contractor within 7 days of the survey. A minimum 300 foot no-disturbance buffer will be established around any nesting raptor species, including loggerhead shrikes, in addition to minimum 100 foot no-disturbance buffers around any active nests. 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 a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.	Prior to Construction	County of Riverside and Contractor		
BIO-8: Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
BIO-9: All hydroseed and plant mixes must not contain any species identified as being invasive by Cal-IPC. Any seed mix used shall be approved by a biologist prior.	Prior to Construction	County of Riverside		
CULTURAL RESOURCES **CR-1:** 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). An archaeologist, who meets the Secretory of Interior Standards for an archaeologist, shall assess the discovery, and if the discovery involves Native American resources a representative of the concerned tribe(s) shall be contracted to assess significance. The archaeologist, a representative of the appropriate Native American Tribe(s), and the Riverside County Transportation Department shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.	During Construction	Contractor and County of Riverside		
CR-2: 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.	During Construction	Contractor and County of Riverside		
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	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
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.				
HAZARDS AND HAZARDOUS WASTE **HAZ-1**: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. If soil contaminated by hazardous waste is discovered during construction, proper hazardous waste handling and emergency procedures under 40 CFR § 262 and Division 4.5 of Title 22 CA Code of Regs shall be followed.	During Construction	County of Riverside and Contractor		
HAZ-2: To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provisions for REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.	During Construction	County of Riverside and Contractor		
HAZ-3: Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this Phase I Environmental Site Assessment. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil	During Construction	County of Riverside and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.				
HYDROLOGY AND WATER QUALITY **WQ-1:** The following best management practices shall be incorporated into the 100% plans, specifications, and estimates, pursuant to the Whitewater River 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. • Road surfaces shall be swept regularly (approximately once a month) to minimize sedimentation buildup.	Prior to and During Construction	County of Riverside and Contractor		
WQ-2: The project will require coverage under the Construction General Permit 2009-0009-DWQ NPDES CAS No. CAS 000002 prior to any ground disturbance activities. 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. The project site must be fully stabilized using a combination of native hydroseed mix and/or stabilizing tackifier prior to filing the Notice of Termination.	During Construction	County of Riverside and Contractor		
NOISE **NOI-1:** Rubberized and/or open grade asphalt will be used on roadways where noise impacts are anticipated to occur (North Indian Canyon Drive and Dillon Road).	Prior to Construction	County of Riverside		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
NOI-2: The Contractor shall follow County of Riverside noise ordinances for construction activities: • Work activities shall occur within the hours of 7 a.m. to 6 p.m. for the duration of construction. • 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.	During Construction	County of Riverside and Contractor		
TRANSPORTATION/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 management plan (TMP).	Prior to and During Construction	County of Riverside and Contractor		

Appendix B Air Quality Road Construction Emissions Model and CT-EMFAC

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> N Indian Canyon Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.37	11.14	14.68	10.65	0.65	10.00	2.66	0.58	2.08	0.02	2,376.53	0.60	0.03	2,399.22
Grading/Excavation	7.18	56.25	77.07	13.78	3.78	10.00	5.51	3.43	2.08	0.10	9,989.28	2.86	0.10	10,089.44
Drainage/Utilities/Sub-Grade	4.27	34.96	41.01	12.25	2.25	10.00	4.16	2.08	2.08	0.06	5,892.83	1.21	0.06	5,940.07
Paving	1.92	18.62	18.26	1.14	1.14	0.00	1.02	1.02	0.00	0.03	3,038.95	0.76	0.03	3,067.68
Maximum (pounds/day)	7.18	56.25	77.07	13.78	3.78	10.00	5.51	3.43	2.08	0.10	9,989.28	2.86	0.10	10,089.44
Total (tons/construction project)	0.32	2.55	3.26	0.73	0.17	0.56	0.27	0.15	0.12	0.00	445.61	0.11	0.00	449.78

Notes:

Project Start Year ->	2019
Project Length (months) ->	6
Total Project Area (acres) ->	36
Maximum Area Disturbed/Day (acres) ->	1
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	320	40
Grading/Excavation	160	0	0	0	920	40
Drainage/Utilities/Sub-Grade	0	0	0	0	680	40
Paving	235	690	0	0	520	40

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

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

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> N Indian Canyon Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.07	0.10	0.07	0.00	0.07	0.02	0.00	0.01	0.00	15.69	0.00	0.00	14.37
Grading/Excavation	0.19	1.48	2.03	0.36	0.10	0.26	0.15	0.09	0.05	0.00	263.72	0.08	0.00	241.64
Drainage/Utilities/Sub-Grade	0.10	0.81	0.95	0.28	0.05	0.23	0.10	0.05	0.05	0.00	136.12	0.03	0.00	124.48
Paving	0.02	0.18	0.18	0.01	0.01	0.00	0.01	0.01	0.00	0.00	30.09	0.01	0.00	27.55
Maximum (tons/phase)	0.19	1.48	2.03	0.36	0.10	0.26	0.15	0.09	0.05	0.00	263.72	0.08	0.00	241.64
Total (tons/construction project)	0.32	2.55	3.26	0.73	0.17	0.56	0.27	0.15	0.12	0.00	445.61	0.11	0.00	408.04

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

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

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

File Name:	Riverside (SS) - 2016 - Annual.EC
CT-EMFAC Version:	6.0.0.29548
Run Date:	7/12/2017 10:59:38 AM
Area:	Riverside (SS)
Analysis Year:	2016
Season:	Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.015	0.466
Truck 2	0.085	0.967
Non-Truck	0.900	0.011

Road Length:	1.36 miles
Volume:	465 vehicles per hour
Number of Hours:	24 hours
Avg. Idling Time:	0.266 minutes per vehicle
Tot. Idling Time:	49.48 hours

VMT Distribution by Speed (mph):

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

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	924.7	54.6	723.1	-	-	1,702.3	0.002

ROG	818.2	43.5	773.1	-	-	1,634.8	0.002
TOG	1,068.0	60.9	773.1	-	-	1,901.9	0.002
CO	19,479.9	399.5	-	-	-	19,879.4	0.022
NOx	8,951.7	206.3	-	-	-	9,158.1	0.010
CO2	6,667,817.5	165,268.0	-	-	-	6,833,085.4	7.532
CH4	201.3	15.0	-	-	-	216.3	<0.001
PM10	102.5	1.9	-	152.7	650.9	908.0	0.001
PM2.5	97.3	1.8	-	38.2	278.9	416.2	<0.001
Benzene	27.2	1.5	7.7	-	-	36.5	<0.001
Acrolein	1.1	<0.1	-	-	-	1.2	<0.001
Acetaldehyde	27.1	1.1	-	-	-	28.2	<0.001
Formaldehyde	61.9	2.7	-	-	-	64.6	<0.001
Butadiene	5.4	0.3	0.0	-	-	5.7	<0.001
Naphthalene	0.8	<0.1	1.1	-	-	2.0	<0.001
POM	1.3	<0.1	-	-	-	1.4	<0.001
Diesel PM	83.1	0.7	-	-	-	83.8	<0.001
DEOG	315.5	11.5	-	-	-	327.0	<0.001

==========END==========

File Name:	Riverside (SS) - 2019 - Annual.EC
CT-EMFAC Version:	6.0.0.29548
Run Date:	7/12/2017 3:15:41 PM
Area:	Riverside (SS)
Analysis Year:	2019
Season:	Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.015	0.513
Truck 2	0.085	0.967
Non-Truck	0.900	0.012

Road Length:	1.36 miles
Volume:	515 vehicles per hour
Number of Hours:	24 hours
Avg. Idling Time:	1.24 minutes per vehicle
Tot. Idling Time:	255.44 hours

VMT Distribution by Speed (mph):

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

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	768.3	228.1	646.7	-	-	1,643.1	0.002

ROG	668.3	181.1	691.5	-	-	1,540.8	0.002
TOG	883.7	254.5	691.5	-	-	1,829.7	0.002
CO	16,264.7	1,593.6	-	-	-	17,858.3	0.020
NOx	7,048.2	890.0	-	-	-	7,938.1	0.009
CO2	6,863,856.7	786,448.5	-	-	-	7,650,305.2	8.433
CH4	175.7	63.3	-	-	-	239.0	<0.001
PM10	68.9	9.5	-	168.9	718.1	965.4	0.001
PM2.5	65.1	8.9	-	42.2	307.8	423.9	<0.001
Benzene	21.7	6.2	6.9	-	-	34.8	<0.001
Acrolein	0.9	0.3	-	-	-	1.2	<0.001
Acetaldehyde	21.3	4.5	-	-	-	25.8	<0.001
Formaldehyde	48.8	10.9	-	-	-	59.8	<0.001
Butadiene	4.3	1.3	0.0	-	-	5.6	<0.001
Naphthalene	0.7	0.2	1.0	-	-	1.8	<0.001
POM	1.0	0.3	-	-	-	1.2	<0.001
Diesel PM	46.5	2.8	-	-	-	49.3	<0.001
DEOG	248.9	49.1	-	-	-	298.0	<0.001

==========END==========

File Name:	Riverside (SS) - 2019 - Annual.EC
CT-EMFAC Version:	6.0.0.29548
Run Date:	7/12/2017 3:16:29 PM
Area:	Riverside (SS)
Analysis Year:	2019
Season:	Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.015	0.513
Truck 2	0.085	0.967
Non-Truck	0.900	0.012

Road Length:	1.36 miles
Volume:	515 vehicles per hour
Number of Hours:	24 hours
Avg. Idling Time:	0.138 minutes per vehicle
Tot. Idling Time:	28.43 hours

VMT Distribution by Speed (mph):

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

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	768.3	25.4	646.7	-	-	1,440.4	0.002

ROG	668.3	20.2	691.5	-	-	1,379.9	0.002
TOG	883.7	28.3	691.5	-	-	1,603.5	0.002
CO	16,264.7	177.3	-	-	-	16,442.0	0.018
NOx	7,048.2	99.0	-	-	-	7,147.2	0.008
CO2	6,863,856.7	87,524.1	-	-	-	6,951,380.8	7.663
CH4	175.7	7.0	-	-	-	182.7	<0.001
PM10	68.9	1.1	-	168.9	718.1	956.9	0.001
PM2.5	65.1	1.0	-	42.2	307.8	416.0	<0.001
Benzene	21.7	0.7	6.9	-	-	29.3	<0.001
Acrolein	0.9	<0.1	-	-	-	0.9	<0.001
Acetaldehyde	21.3	0.5	-	-	-	21.8	<0.001
Formaldehyde	48.8	1.2	-	-	-	50.0	<0.001
Butadiene	4.3	0.1	0.0	-	-	4.5	<0.001
Naphthalene	0.7	<0.1	1.0	-	-	1.7	<0.001
POM	1.0	<0.1	-	-	-	1.0	<0.001
Diesel PM	46.5	0.3	-	-	-	46.8	<0.001
DEOG	248.9	5.5	-	-	-	254.4	<0.001

==========END==========

File Name:	Riverside (SS) - 2040 - Annual.EC
CT-EMFAC Version:	6.0.0.29548
Run Date:	7/12/2017 3:18:01 PM
Area:	Riverside (SS)
Analysis Year:	2040
Season:	Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.015	0.669
Truck 2	0.085	0.960
Non-Truck	0.900	0.014

Road Length:	1.36	miles
Volume:	731	vehicles per hour
Number of Hours:	24	hours
Avg. Idling Time:	4.83	minutes per vehicle
Tot. Idling Time:	1,412.29	hours

VMT Distribution by Speed (mph):

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

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	584.8	691.8	399.8	-	-	1,676.4	0.002

ROG	515.7	578.8	427.4	-	-	1,521.9	0.002
TOG	667.1	776.9	427.4	-	-	1,871.4	0.002
CO	10,192.3	4,409.5	-	-	-	14,601.8	0.016
NOx	2,195.5	2,574.8	-	-	-	4,770.3	0.005
CO2	6,902,344.7	2,876,436.9	-	-	-	9,778,781.6	10.779
CH4	123.0	167.0	-	-	-	290.0	<0.001
PM10	24.6	22.2	-	238.5	1,011.1	1,296.4	0.001
PM2.5	23.1	20.7	-	59.6	433.3	536.7	<0.001
Benzene	16.7	19.0	4.3	-	-	40.0	<0.001
Acrolein	0.7	1.0	-	-	-	1.7	<0.001
Acetaldehyde	15.3	15.0	-	-	-	30.3	<0.001
Formaldehyde	35.4	35.8	-	-	-	71.2	<0.001
Butadiene	3.4	3.9	0.0	-	-	7.4	<0.001
Naphthalene	0.5	0.6	0.6	-	-	1.7	<0.001
POM	0.6	0.7	-	-	-	1.3	<0.001
Diesel PM	11.7	6.8	-	-	-	18.6	<0.001
DEOG	172.2	163.2	-	-	-	335.5	<0.001

==========END==========

File Name:	Riverside (SS) - 2040 - Annual.EC
CT-EMFAC Version:	6.0.0.29548
Run Date:	7/12/2017 3:18:23 PM
Area:	Riverside (SS)
Analysis Year:	2040
Season:	Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.015	0.669
Truck 2	0.085	0.960
Non-Truck	0.900	0.014

Road Length:	1.36 miles
Volume:	731 vehicles per hour
Number of Hours:	24 hours
Avg. Idling Time:	0.13 minutes per vehicle
Tot. Idling Time:	38.01 hours

VMT Distribution by Speed (mph):

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

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	584.8	18.6	399.8	-	-	1,003.2	0.001

ROG	515.7	15.6	427.4	-	-	958.7	0.001
TOG	667.1	20.9	427.4	-	-	1,115.5	0.001
CO	10,192.3	118.7	-	-	-	10,311.0	0.011
NOx	2,195.5	69.3	-	-	-	2,264.8	0.002
CO2	6,902,344.7	77,419.6	-	-	-	6,979,764.3	7.694
CH4	123.0	4.5	-	-	-	127.5	<0.001
PM10	24.6	0.6	-	238.5	1,011.1	1,274.8	0.001
PM2.5	23.1	0.6	-	59.6	433.3	516.6	<0.001
Benzene	16.7	0.5	4.3	-	-	21.5	<0.001
Acrolein	0.7	<0.1	-	-	-	0.7	<0.001
Acetaldehyde	15.3	0.4	-	-	-	15.7	<0.001
Formaldehyde	35.4	1.0	-	-	-	36.4	<0.001
Butadiene	3.4	0.1	0.0	-	-	3.5	<0.001
Naphthalene	0.5	<0.1	0.6	-	-	1.1	<0.001
POM	0.6	<0.1	-	-	-	0.6	<0.001
Diesel PM	11.7	0.2	-	-	-	11.9	<0.001
DEOG	172.2	4.4	-	-	-	176.6	<0.001

==========END==========

Appendix C CNDDB, USFWS, CNPS, and CDFW Special Status Species Table

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Cathedral City (3311674) OR Desert Hot Springs (3311685) OR Morongo Valley (3411615) OR Palm Springs (3311675) OR Seven Palms Valley (3311684) OR White Water (3311686))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
Andreas Canyon leptonetid spider *Calileptoneta oasa*	ILARAU6020	None	None	G1	S1	
Arizona spurge *Euphorbia arizonica*	PDEUP0D060	None	None	G5	S3	2B.3
big free-tailed bat *Nyctinomops macrotis*	AMACD04020	None	None	G5	S3	SSC
black swift *Cypseloides niger*	ABNUA01010	None	None	G4	S2	SSC
black-tailed gnatcatcher *Polioptila melanura*	ABPBJ08030	None	None	G5	S3S4	WL
Borrego parnopes cuckoo wasp *Parnopes borregoensis*	IIHYM73010	None	None	G1?	S1?	
brown-crested flycatcher *Myiarchus tyrannulus*	ABPAE43080	None	None	G5	S3	WL
burrowing owl *Athene cunicularia*	ABNSB10010	None	None	G4	S3	SSC
California ayenia *Ayenia compacta*	PDSTE01020	None	None	G4	S3	2B.3
California red-legged frog *Rana draytonii*	AAABH01022	Threatened	None	G2G3	S2S3	SSC
California satintail *Imperata brevifolia*	PMPOA3D020	None	None	G4	S3	2B.1
Casey's June beetle *Dinacoma caseyi*	IICOLX5010	Endangered	None	G1	S1	
chaparral sand-verbena *Abronia villosa var. aurita*	PDNYC010P1	None	None	G5T2T3	S2	1B.1
cliff spurge *Euphorbia misera*	PDEUP0Q1B0	None	None	G5	S2	2B.2
Coachella giant sand treader cricket *Macrobaenetes valgum*	IIORT22020	None	None	G1G2	S1S2	
Coachella Valley fringe-toed lizard *Uma inornata*	ARACF15010	Threatened	Endangered	G1Q	S1	
Coachella Valley jerusalem cricket *Stenopelmatus cahuilaensis*	IIORT26010	None	None	G1G2	S1S2	
Coachella Valley milk-vetch *Astragalus lentiginosus var. coachellae*	PDFAB0FB97	Endangered	None	G5T1	S1	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
coast horned lizard *Phrynosoma blainvillii*	ARACF12100	None	None	G3G4	S3S4	SSC
coastal California gnatcatcher *Polioptila californica californica*	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
Cooper's hawk *Accipiter cooperii*	ABNKC12040	None	None	G5	S4	WL
Crissal thrasher *Toxostoma crissale*	ABPBK06090	None	None	G5	S3	SSC
Crotch bumble bee *Bombus crotchii*	IIHYM24480	None	None	G3G4	S1S2	
desert beardtongue *Penstemon pseudospectabilis ssp. pseudospectabilis*	PDSCR1L562	None	None	G4G5T4	S3	2B.2
desert bighorn sheep *Ovis canadensis nelsoni*	AMALE04013	None	None	G4T4	S3	FP
Desert Fan Palm Oasis Woodland *Desert Fan Palm Oasis Woodland*	CTT62300CA	None	None	G3	S3.2	
desert spike-moss *Selaginella eremophila*	PPSEL010G0	None	None	G4	S2S3	2B.2
desert tortoise *Gopherus agassizii*	ARAAF01012	Threatened	Threatened	G3	S2S3	
flat-seeded spurge *Euphorbia platysperma*	PDEUP0D1X0	None	None	G3	S1	1B.2
flat-tailed horned lizard *Phrynosoma mcallii*	ARACF12040	None	Candidate Endangered	G3	S2	SSC
golden eagle *Aquila chrysaetos*	ABNKC22010	None	None	G5	S3	FP
Latimer's woodland-gilia *Saltugilia latimeri*	PDPLM0H010	None	None	G3	S3	1B.2
Le Conte's thrasher *Toxostoma lecontei*	ABPBK06100	None	None	G4	S3	SSC
least Bell's vireo *Vireo bellii pusillus*	ABPBW01114	Endangered	Endangered	G5T2	S2	
lemon lily *Lilium parryi*	PMLIL1A0J0	None	None	G3	S3	1B.2
Lincoln rockcress *Boechera lincolnensis*	PDBRA061M3	None	None	G4G5	S3	2B.3
Little San Bernardino Mtns. linanthus *Linanthus maculatus ssp. maculatus*	PDPLM041Y1	None	None	G2T2	S2	1B.2
loggerhead shrike *Lanius ludovicianus*	ABPBR01030	None	None	G4	S4	SSC
long-eared owl *Asio otus*	ABNSB13010	None	None	G5	S3?	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Mecca-aster *Xylorhiza cognata*	PDASTA1010	None	None	G2	S2	1B.2
Mesquite Bosque *Mesquite Bosque*	CTT61820CA	None	None	G3	S2.1	
Mojave Riparian Forest *Mojave Riparian Forest*	CTT61700CA	None	None	G1	S1.1	
Morongo (=Colorado) desertsnail *Eremarionta morongoana*	IMGASB9070	None	None	G1G3	S1	
orange-throated whiptail *Aspidoscelis hyperythra*	ARACJ02060	None	None	G5	S2S3	WL
pallid bat *Antrozous pallidus*	AMACC10010	None	None	G5	S3	SSC
pallid San Diego pocket mouse *Chaetodipus fallax pallidus*	AMAFD05032	None	None	G5T34	S3S4	SSC
Palm Springs pocket mouse *Perognathus longimembris bangsi*	AMAFD01043	None	None	G5T2T3	S2S3	SSC
Palm Springs round-tailed ground squirrel *Xerospermophilus tereticaudus chlorus*	AMAFB05161	None	None	G5T2Q	S1S2	SSC
Palmer's mariposa-lily *Calochortus palmeri var. palmeri*	PMLIL0D122	None	None	G3T3?	S3?	1B.2
Parish's brittlescale *Atriplex parishii*	PDCHE041D0	None	None	G1G2	S1	1B.1
Parry's spineflower *Chorizanthe parryi var. parryi*	PDPGN040J2	None	None	G3T3	S3	1B.1
Payson's jewelflower *Caulanthus simulans*	PDBRA0M0H0	None	None	G4	S4	4.2
Peninsular bighorn sheep DPS *Ovis canadensis nelsoni pop. 2*	AMALE04012	Endangered	Threatened	G4T3Q	S1	FP
pocketed free-tailed bat *Nyctinomops femorosaccus*	AMACD04010	None	None	G4	S3	SSC
prairie falcon *Falco mexicanus*	ABNKD06090	None	None	G5	S4	WL
purple stemodia *Stemodia durantifolia*	PDSCR1U010	None	None	G5	S2	2B.1
pygmy lotus *Acmispon haydonii*	PDFAB2A0H0	None	None	G3	S3	1B.3
red-diamond rattlesnake *Crotalus ruber*	ARADE02090	None	None	G4	S3	SSC
Robison's monardella *Monardella robisonii*	PDLAM180K0	None	None	G3	S3	1B.3
San Diego desert woodrat *Neotoma lepida intermedia*	AMAFF08041	None	None	G5T3T4	S3S4	SSC

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
San Jacinto linanthus *Linanthus jaegeri*	PDPLM08030	None	None	G2	S2	1B.2
shaggy-haired alumroot *Heuchera hirsutissima*	PDSAX0E0J0	None	None	G3	S3	1B.3
silvery legless lizard *Anniella pulchra pulchra*	ARACC01012	None	None	G3G4T3T4Q	S3	SSC
singlewhorl burrobrush *Ambrosia monogyra*	PDAST50010	None	None	G5	S2	2B.2
slender cottonheads *Nemacaulis denudata var. gracilis*	PDPGN0G012	None	None	G3G4T3?	S2	2B.2
slender-horned spineflower *Dodecahema leptoceras*	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Sonoran maiden fern *Thelypteris puberula var. sonorensis*	PPTHE05192	None	None	G5T3	S2	2B.2
southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	ABPBX91091	None	None	G5T3	S2S3	WL
southern jewelflower *Streptanthus campestris*	PDBRA2G0B0	None	None	G3	S3	1B.3
southern mountain yellow-legged frog *Rana muscosa*	AAABH01330	Endangered	Endangered	G1	S1	WL
Southern Riparian Forest *Southern Riparian Forest*	CTT61300CA	None	None	G4	S4	
spiny-hair blazing star *Mentzelia tricuspis*	PDLOA031T0	None	None	G4	S2	2B.1
summer tanager *Piranga rubra*	ABPBX45030	None	None	G5	S1	SSC
Townsend's big-eared bat *Corynorhinus townsendii*	AMACC08010	None	None	G3G4	S2	SSC
triple-ribbed milk-vetch *Astragalus tricarinatus*	PDFAB0F920	Endangered	None	G2	S2	1B.2
two-striped gartersnake *Thamnophis hammondii*	ARADB36160	None	None	G4	S3S4	SSC
vermilion flycatcher *Pyrocephalus rubinus*	ABPAE36010	None	None	G5	S2S3	SSC
western yellow bat *Lasiurus xanthinus*	AMACC05070	None	None	G5	S3	SSC
white-bracted spineflower *Chorizanthe xanti var. leucotheca*	PDPGN040Z1	None	None	G4T3	S3	1B.2
yellow warbler *Setophaga petechia*	ABPBX03010	None	None	G5	S3S4	SSC
yellow-breasted chat *Icteria virens*	ABPBX24010	None	None	G5	S3	SSC

Record Count: 82

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2017-SLI-0111 November 08, 2016
Event Code: 08ECAR00-2017-E-00149
Project Name: North Indian Canyon Drive Widening

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: North Indian Canyon Drive Widening

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
http://www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2017-SLI-0111
Event Code: 08ECAR00-2017-E-00149

Project Type: TRANSPORTATION

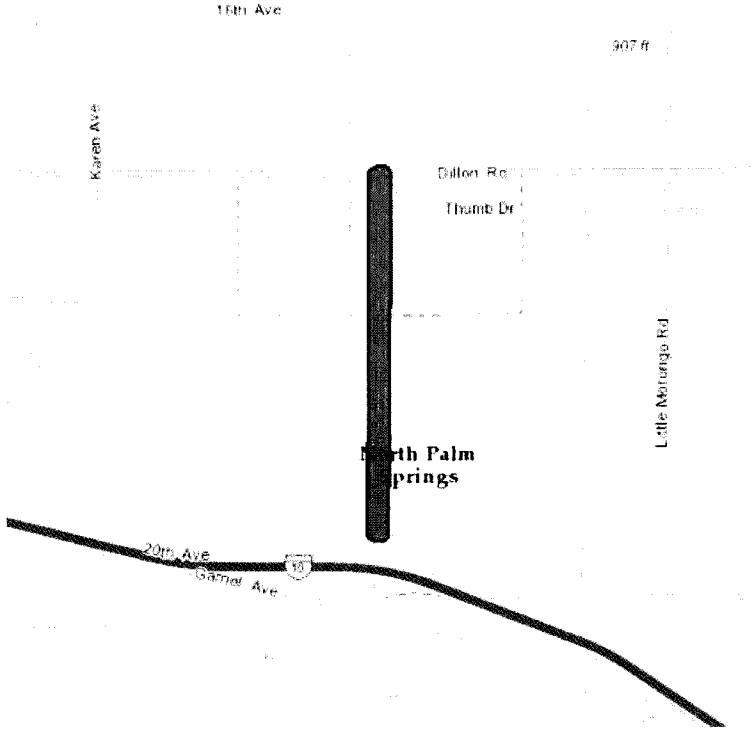
Project Name: North Indian Canyon Drive Widening
Project Description: Riverside proposes to widen North Indian Canyon Drive between Dillon Road and 19th street from 2 lanes to 4.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

United States Department of Interior
Fish and Wildlife Service

Project name: North Indian Canyon Drive Widening

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-116.54554547093032 33.9061625363882, -116.5457336798491 33.90618726798083, -116.5459092665007 33.90627923177696, -116.54602077580687 33.90641576509133, -116.54605888625537 33.90657612877744, -116.54593023298384 33.92480442844251, -116.54585927985468 33.92501513967465, -116.54568673266114 33.925157706114746, -116.54548886135761 33.925212332755194, -116.54507542237926 33.92522287075396, -116.54490023625488 33.925191228918834, -116.54474398344247 33.92510481452678, -116.5446395338515 33.92497960888774, -116.54459602238262 33.92480994409003, -116.5447362152584 33.906582737692894, -116.54479411551137 33.90639161727151, -116.54495465220472 33.906243222613966, -116.54517922526199 33.90617555054427, -116.54554547093032 33.9061625363882)))

Project Counties: Riverside, CA

United States Department of Interior
Fish and Wildlife Service

Project name: North Indian Canyon Drive Widening

Endangered Species Act Species List

There are a total of 7 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Least Bell's vireo *(Vireo bellii pusillus)* Population: Wherever found	Endangered	Final designated	
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Wherever found	Endangered	Final designated	
Flowering Plants			
Coachella Valley milk-vetch *(Astragalus lentiginosus var. coachellae)* Population: Wherever found	Endangered	Final designated	
Triple-Ribbed milk-vetch *(Astragalus tricarinatus)* Population: Wherever found	Endangered		
Mammals			
Peninsular bighorn sheep *(Ovis canadensis nelsoni)* Population: Peninsular CA pop.	Endangered	Final designated	

Reptiles			
Coachella Valley Fringe-Toed lizard *(Uma inornata)* Population: Wherever found	Threatened	Final designated	
Desert tortoise *(Gopherus agassizii)* Population: Wherever found, except AZ south and east of Colorado R., and Mexico	Threatened	Final designated	

United States Department of Interior
Fish and Wildlife Service

Project name: North Indian Canyon Drive Widening

Critical habitats that lie within your project area

There are no critical habitats within your project area.

CNPS Rare and Endangered Plant Inventory

Plant List

9 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1B, 2A, 2B, 3], Found in Riverside County, Found in Quad 33116G4

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Abronia villosa var. aurita	chaparral sand-verbena	Nyctaginaceae	annual herb	1B.1	S2	G5T2T3
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	Fabaceae	annual / perennial herb	1B.2	S1	G5T1
Cuscuta californica var. apiculata	pointed dodder	Convolvulaceae	annual vine (parasitic)	3	S3?	G5T2T4
Euphorbia arizonica	Arizona spurge	Euphorbiaceae	perennial herb	2B.3	S3	G5
Euphorbia platysperma	flat-seeded spurge	Euphorbiaceae	annual herb	1B.2	S1	G3
Nemacaulis denudata var. gracilis	slender cottonheads	Polygonaceae	annual herb	2B.2	S2	G3G4T3?
Selaginella eremophila	desert spike-moss	Selaginellaceae	perennial rhizomatous herb	2B.2	S2S3	G4
Stemodia durantifolia	purple stemodia	Plantaginaceae	perennial herb	2B.1	S2	G5
Xylorhiza cognata	Mecca-aster	Asteraceae	perennial herb	1B.2	S2	G2

Suggested Citation

CNPS, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 13 January 2017].

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CNPS Rare and Endangered Plant Inventory

Plant List

9 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Riverside County, Found in Quad 33116H5

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Abronia villosa var. aurita	chaparral sand-verbena	Nyctaginaceae	annual herb	1B.1	S2	G5T2T3
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	Fabaceae	annual / perennial herb	1B.2	S1	G5T1
Astragalus tricarinatus	triple-ribbed milk-vetch	Fabaceae	perennial herb	1B.2	S2	G2
Chorizanthe xanti var. leucotheca	white-bracted spineflower	Polygonaceae	annual herb	1B.2	S3	G4T3
Eriastrum harwoodii	Harwood's eriastrum	Polemoniaceae	annual herb	1B.2	S2	G2
Euphorbia misera	cliff spurge	Euphorbiaceae	perennial shrub	2B.2	S2	G5
Linanthus maculatus ssp. maculatus	Little San Bernardino Mtns. linanthus	Polemoniaceae	annual herb	1B.2	S2	G2T2
Nemacaulis denudata var. gracilis	slender cottonheads	Polygonaceae	annual herb	2B.2	S2	G3G4T3?
Selaginella eremophila	desert spike-moss	Selaginellaceae	perennial rhizomatous herb	2B.2	S2S3	G4

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Plant List

7 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Riverside County, Found in Quad 34116A5

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	Fabaceae	annual / perennial herb	1B.2	S1	G5T1
Astragalus tricarinatus	triple-ribbed milk-vetch	Fabaceae	perennial herb	1B.2	S2	G2
Boechera lincolnensis	Lincoln rockcress	Brassicaceae	perennial herb	2B.3	S3	G4G5
Chorizanthe xanti var. leucotheca	white-bracted spineflower	Polygonaceae	annual herb	1B.2	S3	G4T3
Linanthus maculatus ssp. maculatus	Little San Bernardino Mtns. linanthus	Polemoniaceae	annual herb	1B.2	S2	G2T2
Monardella robisonii	Robison's monardella	Lamiaceae	perennial rhizomatous herb	1B.3	S3	G3
Saltugilia latimeri	Latimer's woodland-gilia	Polemoniaceae	annual herb	1B.2	S3	G3

Suggested Citation

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CNPS Rare and Endangered Plant Inventory

Plant List

21 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Riverside County, Found in Quad 33116G5

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Abronia villosa var. aurita	chaparral sand-verbena	Nyctaginaceae	annual herb	1B.1	S2	G5T2T3
Acmispon haydonii	pygmy lotus	Fabaceae	perennial herb	1B.3	S3	G3
Ambrosia monogyra	singlewhorl burrobrush	Asteraceae	perennial shrub	2B.2	S2	G5
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	Fabaceae	annual / perennial herb	1B.2	S1	G5T1
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	1B.1	S1	G1G2
Ayenia compacta	California ayenia	Malvaceae	perennial herb	2B.3	S3	G4
Chorizanthe parryi var. parryi	Parry's spineflower	Polygonaceae	annual herb	1B.1	S3	G3T3
Chorizanthe xanti var. leucotheca	white-bracted spineflower	Polygonaceae	annual herb	1B.2	S3	G4T3
Euphorbia arizonica	Arizona spurge	Euphorbiaceae	perennial herb	2B.3	S3	G5
Heuchera hirsutissima	shaggy-haired alumroot	Saxifragaceae	perennial rhizomatous herb	1B.3	S3	G3
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	2B.1	S3	G4
Lilium parryi	lemon lily	Liliaceae	perennial bulbiferous herb	1B.2	S3	G3
Linanthus jaegeri	San Jacinto linanthus	Polemoniaceae	perennial herb	1B.2	S2	G2
Linanthus maculatus ssp. maculatus	Little San Bernardino Mtns. linanthus	Polemoniaceae	annual herb	1B.2	S2	G2T2
Nemacaulis denudata var. gracilis	slender cottonheads	Polygonaceae	annual herb	2B.2	S2	G3G4T3?
Saltugilia latimeri	Latimer's woodland-gilia	Polemoniaceae	annual herb	1B.2	S3	G3
Selaginella eremophila	desert spike-moss	Selaginellaceae	perennial rhizomatous herb	2B.2	S2S3	G4
Stemodia durantifolia	purple stemodia	Plantaginaceae	perennial herb	2B.1	S2	G5
Streptanthus campestris	southern jewelflower	Brassicaceae	perennial herb	1B.3	S3	G3
Thelypteris puberula var. sonorensis	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	2B.2	S2	G5T3
Xylorhiza cognata	Mecca-aster	Asteraceae	perennial herb	1B.2	S2	G2

Suggested Citation

CNPS, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 13 January 2017].

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Plant List

3 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Riverside County, Found in Quad 33116H4

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	Fabaceae	annual / perennial herb	1B.2	S1	G5T1
Linanthus maculatus ssp. maculatus	Little San Bernardino Mtns. linanthus	Polemoniaceae	annual herb	1B.2	S2	G2T2
Selaginella eremophila	desert spike-moss	Selaginellaceae	perennial rhizomatous herb	2B.2	S2S3	G4

Suggested Citation

CNPS, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 13 January 2017].

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Plant List

12 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Riverside County, Found in Quad 33116H6

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Abronia villosa var. aurita	chaparral sand-verbena	Nyctaginaceae	annual herb	1B.1	S2	G5T2T3
Astragalus lentiginosus var. coachellae	Coachella Valley milk-vetch	Fabaceae	annual / perennial herb	1B.2	S1	G5T1
Astragalus tricarinatus	triple-ribbed milk-vetch	Fabaceae	perennial herb	1B.2	S2	G2
Chorizanthe parryi var. parryi	Parry's spineflower	Polygonaceae	annual herb	1B.1	S3	G3T3
Chorizanthe xanti var. leucotheca	white-bracted spineflower	Polygonaceae	annual herb	1B.2	S3	G4T3
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	1B.1	S1	G1
Euphorbia misera	cliff spurge	Euphorbiaceae	perennial shrub	2B.2	S2	G5
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	2B.1	S3	G4
Linanthus maculatus ssp. maculatus	Little San Bernardino Mtns. linanthus	Polemoniaceae	annual herb	1B.2	S2	G2T2
Mentzelia tricuspis	spiny-hair blazing star	Loasaceae	annual herb	2B.1	S2	G4
Penstemon pseudospectabilis ssp. pseudospectabilis	desert beardtongue	Plantaginaceae	perennial herb	2B.2	S3	G4G5T4
Saltugilia latimeri	Latimer's woodland-gilia	Polemoniaceae	annual herb	1B.2	S3	G3

Suggested Citation

CNPS, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 13 January 2017].

Appendix D AB 52 Native American Correspondence Log

North Indian Canyon Widening Project

Native American Consultation Log

Native American Heritage Commission	Gayle Totton, Associate Governmental Program Analyst	10-05-2016	Letter	A response was received on 10-06-2016 which relayed that a search of the Sacred Lands File return negative results for the presence of Native American cultural resources within the project area.
Agua Caliente Band of Cahuilla Indians (ACBCI)	Patricia Garcia-Plotkin, THPO	Sent: 10-05-2016 Received: 10-12-2016	Letter	**Response:** A response letter sent via email was received on 11-07-2016. The letter stated that the project area is within the Traditional Use Area of the ACBCI and as such, requested the following: • Records Search Results Copy • Cultural Resource Documentation Copy • Consultation on the Project
		11-07-2016	Letter	Ms. Hannah Feeney (THPO) responded via emailed letter that the tribe would like a copy of the records search and cultural resource documentation prepared for this project. The letter also requested continued consultation on the project. No Native American cultural resources or Tribal Cultural Resources were identified in the letter.
		11-18-2016	Email	An email was sent to Ms. Hannah Feeney providing an electronic copy of the records search results and the negative findings of the cultural resources survey. The email stated that once a cultural report was available, a copy would be submitted to the tribe. **Response:** Ms. Hannah Feeney provided a response email on 12-07-2016 acknowledging receipt of the records search data and the anticipated submittal of the cultural report.

North Indian Canyon Widening Project

Native American Consultation Log

Amah-Mutsun Tribal Band	Valentin Lopez, Chairperson	Sent: 10-05-2016 Received: 10-27-2016	Letter	Initial project notification letter sent.
Cabazon Band of Mission Indians	Jacquelyn Barnum	Sent: 10-05-2016 Received: 10-08-2016	Letter	Initial project notification letter sent.
Cahuilla Band of Indians	Andreas J. Heredia, Cultural Director	Sent: 10-05-2016 Received: 10-17-2016	Letter	Initial project notification letter sent.
Colorado River Indian Tribe	Amanda Barrera, Tribal Secretary	Sent: 10-05-2016 Received: 10-11-2016	Letter	Initial project notification letter sent.
	Dennis Patch, Chairman	Sent: 10-05-2016 Received: 10-31-2016	Letter	Initial project notification letter sent.
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	Sent: 10-05-2016 USPS Returned.	Letter	Initial project notification letter sent. USPS returned mail undelivered.
		11-11-2016	Email	An email was sent to Chairperson Salas to provide the previously undeliverable project notification letter. **Response:** Chairperson Salas responded via email on 11-15-2016 that the Gabrieleno Band of Mission Indians – Kizh Nation would defer to the Cahuilla Tribe.

North Indian Canyon Widening Project

Native American Consultation Log

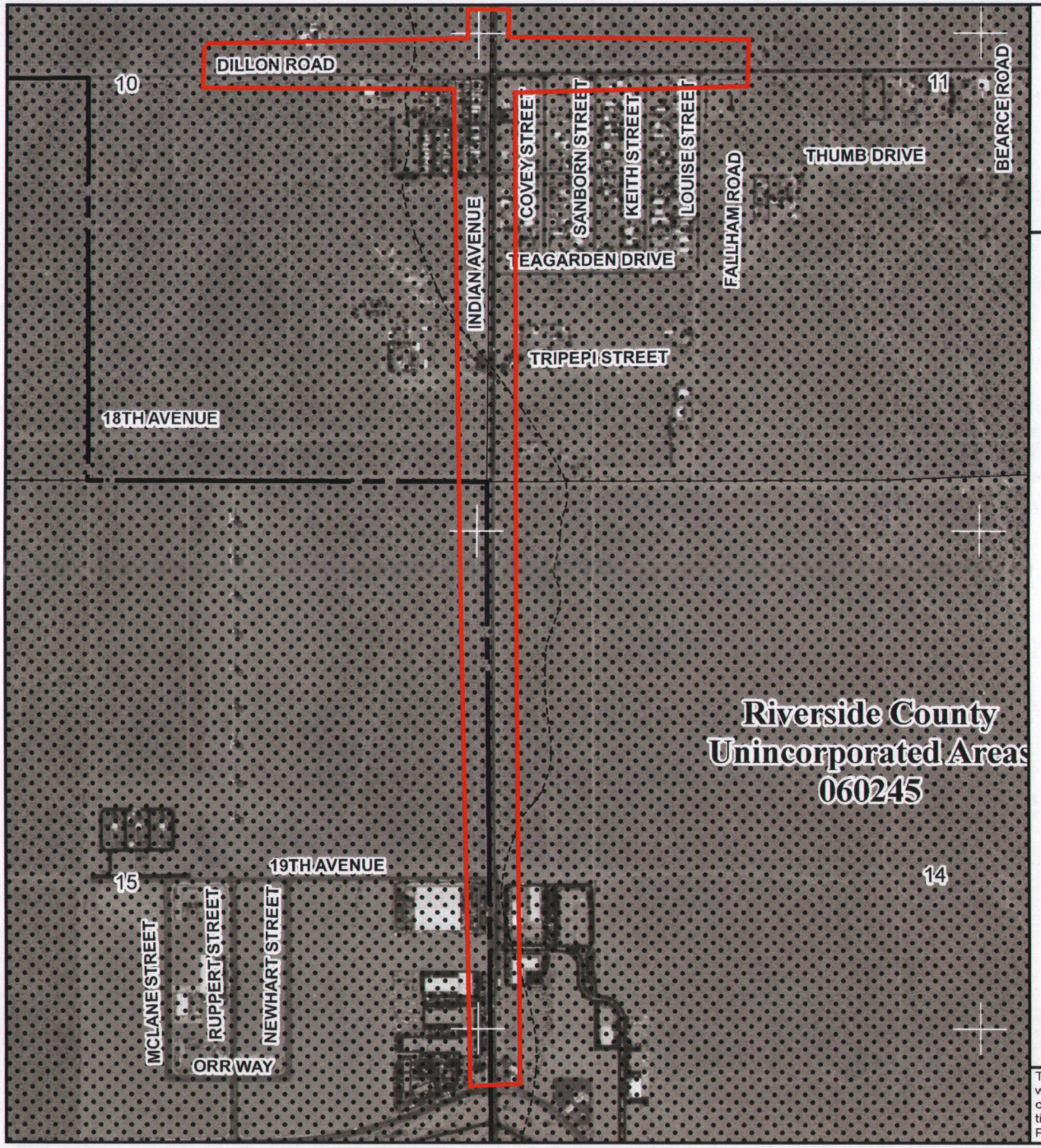
Morongo Band of Mission Indians	Raymond Huaute, Cultural Resources Specialist	Sent: 10-05-2016 Received: 10-11-2016	Letter	Initial project notification letter sent.
Pechanga Band of Mission Indians	Anna Hoover, Cultural Analyst	Sent: 10-05-2016 USPS Returned.	Letter	Initial project notification letter sent. USPS returned mail undelivered.
		11-11-2016	Email	An email was sent to Ms. Hoover to provide an electronic copy of the previously undeliverable project notification letter.
Quechan Indian Nation	Arlene Kingery, THPO	Sent: 10-05-2016 USPS Returned	Letter	Initial project notification letter sent. USPS returned mail undelivered.
		11-11-2016	Email	An email was sent to provide an electronic copy of the previously undeliverable project notification letter.
Ramona Band of Cahuilla Indians	Joseph D. Hamilton, Chairperson	Sent: 10-05-2016 USPS Returned	Letter	Initial project notification letter sent. USPS returned mail undelivered.
		11-11-2016	Email	An email was sent to provide an electronic copy of the previously undeliverable project notification letter.
Rincon Band of Mission Indians	Vincent Whipple, THPO	Sent: 10-05-2016 USPS Returned	Letter	Initial project notification letter sent. USPS returned mail undelivered.
		11-11-2016	Email	An email was sent to provide an electronic copy of the previously undeliverable project notification letter.

North Indian Canyon Widening Project

Native American Consultation Log

San Manuel Band of Mission Indians	Lee Claus, Director	Sent: 10-05-2016 Received: 10-08-2016	Letter	Initial project notification letter sent.
		11-23-2016	Email	Ms. Diane Versaggi replied via email that the project exists outside of Serrano ancestral territory and as such, the San Manuel Band of Mission Indians does not wish to consult.
Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resources Department	Sent: 10-05-2016 Returned.	Letter	Initial project notification letter sent. USPS returned mail undelivered.
		11-11-2016	Email	An email was sent to provide an electronic copy of the previously undeliverable project notification letter.
Twenty-Nine Palms Band of Mission Indians	Anthony Madrigal, Tribal Grants Administrator	Sent: 11-18-2016 Received: 11-21-2016	Letter	Initial project notification letter sent.
		11-21-2016	Letter/Email	A response letter was sent via email stating that Mr. Madrigal is unaware of any cultural resources within the project area; however, as the project is located within the tribe's traditional use area, the tribe is concerned about potential project impacts to buried cultural resources. As such, the tribe is interested in the project and would like a copy of the cultural resources report was requested. **Response:** A reply email was sent on 12-12-16 to Mr. Madrigal and Sarah Bliss, Tribal Cultural Specialist, acknowledging receipt of the letter and stating that a draft of the cultural report would be sent when available.
	Darrell Mike, Chairperson	Sent: 11-18-2016 Received: 11-21-2016	Letters	Initial project notification letter sent.

Appendix E FEMA Firmette Map



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0895G

FIRM

FLOOD INSURANCE RATE MAP

RIVERSIDE COUNTY, CALIFORNIA
AND INCORPORATED AREAS

PANEL 895 OF 3805
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DESERT HOT SPRINGS, CITY OF	060251	0895	G
PALM SPRINGS, CITY OF	060257	0895	G
RIVERSIDE COUNTY	060245	0895	G

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

MAP NUMBER
06065C0895G

EFFECTIVE DATE
AUGUST 28, 2008

Federal Emergency Management Agency

Appendix F Acronyms

AB	Assembly Bill
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CERFA	Community Environmental Response Facilitation Act (CERFA) of 1992
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CH_4	methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historic Resources
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
dBA	Decibel A-weighted
EIR	Environmental Impact Report
E.O.	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
GHG	greenhouse gases
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
JPR	Joint Project Review
Ldn	day-night average sound level
Leq	equivalent continuous sound level
Lb	pound
Lmax	maximum sound level

LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
Mph	miles per hour
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
PAL	Project Area Limits
Pb	lead
PFC	Perfluorocarbons
PM	particulate matter
ppb	parts per billion
ppm	parts per million
ROG	Reactive organic compounds
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Office
SO_2	sulfur dioxide
SPCCP	Spill Prevention, Control, and Countermeasure Program
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SCAB	South Coast Air Basin
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

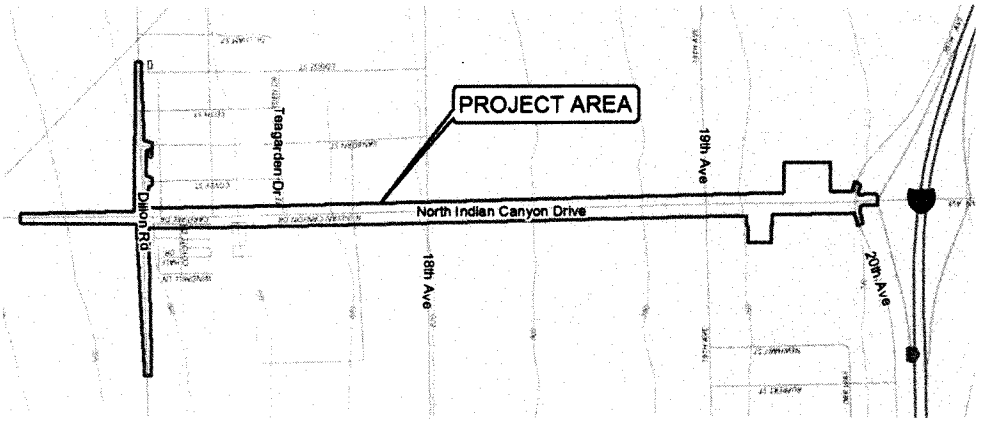
Appendix G Public Circulation & Response to Public Comments

PUBLIC NOTICE

Notice of Availability of Draft Initial Study, Notice of Intent to Adopt a Mitigated Negative Declaration, and Notice of Public Meeting

North Indian Canyon Drive Widening Project

WHAT IS BEING PLANNED?



The County of Riverside is proposing to widen the existing pavement on North Indian Canyon Road between 20th Ave and Dillon Road, including the installation of a new traffic signal at Dillon Road. Between 20th and 19th, North Indian Road has been widened by developments and included curb and gutter with the exception of one lots frontage on the easterly side, where the pavement has not been widened. The County will widen the pavement to a 38' half width along the east side to complete the missing gap. The County will also be reconstructing a portion of the northbound lane. The east side of the road is proposed to consist of half (6') of the painted two-way left turn lane, an innermost lane of 12' and an outermost lane will width of 20.' Between 19th and 18th, the County will widen the existing 40' roadway by 16' to provide (4) 12' lanes, two lanes in each direction, and 4' paved shoulders. The existing pavement was previously reconstructed by the City of Palm Springs earlier this year (2017). Between 18th and Teagarden Drive the dimensions will match those of the previous segment. The County will also be overlaying the existing pavement to provide a consistent roadway finish throughout the limits of the project. Between Teagarden Drive and Dillon Road, the number of lanes will increase to 5 to accommodate a 12' two way left turn lane, (2) 12' lanes in each direction, and 4' paved shoulders. Dillon Road and Indian Canyon will be widened at the intersection to maintain a total of 5 lanes: 2 in each direction and a 5th median left-turn lane. Curb and gutter improvements are proposed at the intersection. This intersection will be signalized to accommodate the anticipated increased average daily traffic. The project would result in utility relocation and adjustments to power poles, manholes, utility vaults, water valves, pedestals and water meters. The project would also result in the relocation of private improvements such as walls and fences. Right of Way acquisition is anticipated.

WHY THIS PUBLIC NOTICE?

Riverside County Transportation Department has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains the findings of the studies is the Initial Study with proposed Mitigated Negative Declaration. This notice is to advise you that the preparation of this report has been completed and is available for you to review.

WHAT'S AVAILABLE?

A Draft Initial Study with proposed Mitigated Negative Declaration has been prepared and is available for public review beginning August 29, 2017, through September 28, 2017. During the public review period, a copy of the draft Mitigated Negative Declaration will be available at:

- County of Riverside Transportation Department, 3525 14th Street, Riverside, CA 92501; and,
- Desert Hot Springs Public Library, located at 11691 West Dr., Desert Hot Springs, CA 92240

To accommodate persons with disabilities, this document is available in alternate formats upon request.

PUBLIC MEETING INFORMATION

A Public Meeting is scheduled for this project on Wednesday, September 13, 2017. The Public Meeting will provide an opportunity for you to ask questions and provide comment regarding the project. Please drop in anytime between 5 p.m. to 7 p.m. at the Two Bunch Palms Elementary School located at **14250 West Drive, Desert Hot Springs, CA 92240** to provide your feedback! In compliance with the Americans with Disabilities Act (ADA), persons with disabilities may request reasonable accommodations, including auxiliary aids and services at no cost to participate in the meeting by contacting Marcia Frances Rose at (951) 955-1505 or MFRose@rivco.org at least 3 business days before the scheduled event. This document is available in alternate formats upon request.

WHERE DO YOU COME IN?

Do you have any comments about the Initial Study & processing the project with a Mitigated Negative Declaration? Do you disagree with the findings of the study as set forth in the proposed Mitigated Negative Declaration? If you would like a formal public hearing or wish to make comments, please either attend the public meeting or submit your request/comments no later than **September 28, 2017,** to the contact information below.

CONTACT

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

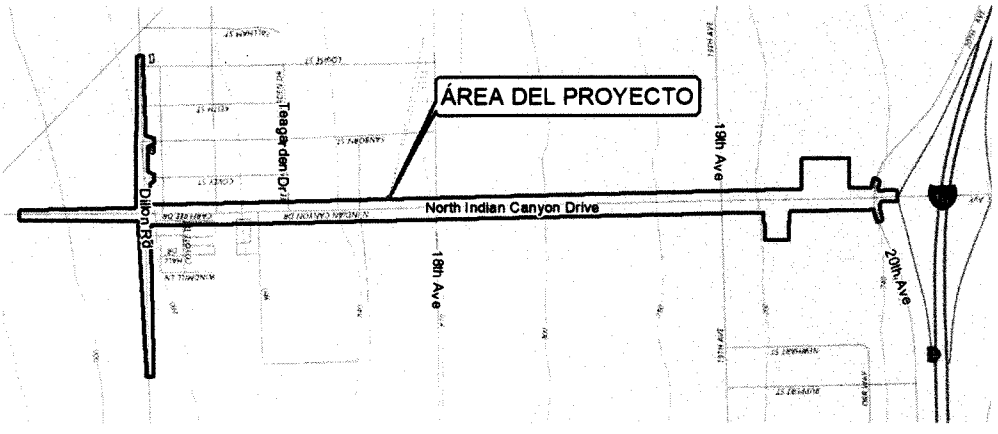
AVISO PÚBLICO

Aviso de Disponibilidad de Estudio Inicial/ Evaluación Ambiental, Aviso de Intención de Adoptar una Mitigada Declaración Negativa, y Aviso de Reunión Publica

Proyecto de Ampliación de la calle North Indian Canyon Drive

¿QUÉ SE ESTÁ PLANEANDO?

El Departamento de Transportación del Condado de Riverside propone ampliar el pavimento a lo largo de la calle North Indian Canyon Drive entre la Avenida 20 y Dillon Road, incluyendo la instalación de un Nuevo semáforo en la esquina con Dillon Road. Entre las Avenidas 20 y 19, la calle North Indian Canyon Drive a sido ampliada por las fincas que incluye bordillo y canalón con la excepción de la fachada de uno de los lotes del lado este, donde el pavimento aún no se ha ampliado. El Condado ampliara a 38 pies de media anchura a lo largo del lado este. El Condado también reconstruirá parte del carril con dirección al norte. El lado este de la calle consistirá de la mitad (6-pies) del carril central, un carril interior de 12–pies, y un carril exterior de 20-pies. Entre las Avenidas 19 y 18, el Condado ampliara la existente calle de 40-pies con 16-pies adicionales para proveer 4 carriles de 12-pies, 2 carriles en cada dirección, y hombros de carretera pavimentados de 4-pies. El pavimento existente fue reconstruido por la Ciudad de Palm Springs durante este año 2017. Entre la Avenida 18 y Teagarden Drive las dimensiones se alinearan con el segmento previo. El Condado también cubrirá el pavimento existente para proveer un acabado consistente con el resto del pavimento por todo el proyecto. Entre Teagarden Drive y Dillon Road, el numero de carriles incrementara a 5 para acomodar un carril de 12-pies para trafico volteando a la izquierda, 2 carriles de 12-pies en cada dirección, y hombros de carretera de 4-pies. Dillon Road y Indian Canyon se ampliaran en la intersección para mantener un total de 5 carriles: 2 en cada dirección y un quinto para tráfico volteando a la izquierda. Bordillo y canalón serán construidos en la intersección con este proyecto. Un semáforo será instalado en esta intersección en anticipación del incremento de tráfico. EL proyecto causara ajustes de postes de luz, agujeros de instalación, baúles de instalaciones, llaves de agua, y medidores de agua. El proyecto causara ajustes el propiedad privada tal como paredes o cercas. Acquisicion de propiedad por la Ciudad será necesaria en partes del proyecto.



¿POR QUÉ ESTE AVISO PÚBLICO?

El Departamento de Transportación del Condado de Riverside ha estudiado los efectos que este proyecto puede tener sobre el medio ambiente. Los estudios demuestran que el proyecto no afectará significativamente la calidad del medio ambiente. El reporte que explica los resultados de los estudios es el Estudio Inicial con propuesta de Mitigada Declaración Negativa/Evaluación Ambiental de este proyecto. Este aviso es para informarle que la preparación de este reporte se ha completado y está disponible para su revisión.

¿QUE ESTA DISPONIBLE?

Un Estudio Inicial con propuesta de Mitigada Declaración Negativa/Evaluación Ambiental se ha preparado y está disponible para revisión pública a partir del 29 de agosto 2017, hasta el 28 de septiembre 2017. Durante el período de revisión pública, una copia de la Mitigada Declaración Negativa estará disponible en:

- Departamento de Transportación del Condado de Riverside, 3525 14th Street, Riverside, CA 92501;
- Biblioteca Pública Desert Hot Springs, 11691 West Drive, Desert Hot Springs, CA 92240.

REUNION INFORMATIVA PUBLICA

Se planea una reunión pública el miércoles, 13 de septiembre, 2017. Esta reunión le dará la oportunidad de preguntar cualquier duda y proveer comentarios sobre el proyecto. Se le invita a participar entre las horas de 5 p.m. a 7 p.m. en Two Bunch Palms Elementary School localizada en **14250 West Drive, Desert Hot Springs, CA 92240.** En cumplimiento de la Ley de Estadounidenses con Discapacidades (ADA), las personas con discapacidad podrán solicitar adaptaciones razonables, incluyendo las ayudas y servicios auxiliares, sin costo alguno, para participar en la reunión contacte Marcia Frances Rose llamando al (951) 955-1505 o MFRose@rivco.org por lo menos 3 días hábiles antes del evento programado. Este documento está disponible en formatos alternativos bajo solicitud.

¿DÓNDE ENTRA USTED?

¿Tiene algún comentario sobre el Estudio Inicial/Evaluación Ambiental y el procesamiento del proyecto con una Declaración Negativa Mitigada? ¿Está en desacuerdo con los resultados del estudio como se han demostrado en la Mitigada Declaración Negativa? Si desea una audiencia pública o desea hacer comentarios, por favor envié su solicitud o comentarios antes del **28 de septiembre 2017** al contacto aquí debajo.

CONTACTO

Para mas información, para revisar o recibir una copia del ISMND, o para enviar comentarios, contacte a Marcia Frances Rose en el Departamento de Transportación del Condado de Riverside, 3525 14th Street, Riverside, CA 92501, o por teléfono al (951) 955-1505, o a MFRose@rivco.org.

Comment 1

Native American Heritage Commission (received via mail, September 6, 2017)

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471

Edmund G. Brown Jr., Governor

September 6, 2017

Marcia Rose
County of Riverside
3525 14th Street
Riverside, CA 92501

Sent via e-mail: mfrose@rctlma.org

Re: SCH# 2017081058, North Indian Canyon Drive Widening Project, Community of Desert Hot Springs; Riverside County, California

Dear Ms. Rose:

The Native American Heritage Commission (NAHC) has reviewed the Mitigated Negative Declaration prepared for the project referenced above. The review included the Introduction and Project Description, and the CEQA Environmental Checklist, section V Cultural Resources and section VI Tribal Cultural Resources, prepared by the County of Riverside. We have the following concerns:

1. Mitigation measures for Tribal Cultural Resources refer to CR-1, CR-2, CR-3, and CR-4. There are no CR-3 or CR-4 detailed in the Mitigation measures and CR-1 and CR-2 are specific to Archaeological Resources. Mitigation measures should specifically address Tribal Cultural Resources separately and distinctly from Archaeological Resources. Mitigation language for archaeological resources is not always appropriate for or similar to measures specifically for handling Tribal Cultural Resources.

The California Environmental Quality Act (CEQA)[1], specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[2] If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.[3] In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).[4] **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"[5], that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.[6] Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.[7] Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966[8] may also apply.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online

[1] Pub. Resources Code § 21000 et seq.
[2] Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
[3] Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)
[4] Government Code 65352.3
[5] Pub. Resources Code § 21074
[6] Pub. Resources Code § 21084.2
[7] Pub. Resources Code § 21084.3 (a)
[8] 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.

at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at gayle.totton@nahc.ca.gov or call (916) 373-3710 if you have any questions.

Sincerely,

Gayle Totton, B.S., M.A., Ph.D
Associate Governmental Project Analyst

Attachment

cc: State Clearinghouse

Pertinent Statutory Information:

Under AB 52:
AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:
Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.
A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.[9] and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).[10]
The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.
b. Recommended mitigation measures.
c. Significant effects.[11]

1. The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. [12]
With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.[13]
If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.[14]

Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[15]

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.[16]
If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the **lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).[17]
An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

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[9] Pub. Resources Code § 21080.3.1, subds. (d) and (e)
[10] Pub. Resources Code § 21080.3.1 (b)
[11] Pub. Resources Code § 21080.3.2 (a)
[12] Pub. Resources Code § 21080.3.2 (a)
[13] Pub. Resources Code § 21082.3 (c)(1)
[14] Pub. Resources Code § 21082.3 (b)
[15] Pub. Resources Code § 21080.3.2 (b)
[16] Pub. Resources Code § 21082.3 (a)
[17] Pub. Resources Code § 21082.3 (e)

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.[18]

This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**[19]
- There is no Statutory Time Limit on Tribal Consultation under the law.
- Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,[20] the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.[21]
- Conclusion Tribal Consultation: Consultation should be concluded at the point in which:
    - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.[22]

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
    - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
        - The request form can be found at http://nahc.ca.gov/resources/forms/.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    - If part or the entire APE has been previously surveyed for cultural resources.
    - If any known cultural resources have been already been recorded on or adjacent to the APE.
    - If the probability is low, moderate, or high that cultural resources are located in the APE.
    - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

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[18] Pub. Resources Code § 21082.3 (d)
[19] (Gov. Code § 65352.3 (a)(2)).
[20] pursuant to Gov. Code section 65040.2,
[21] (Gov. Code § 65352.3 (b)).
[22] (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.[23]
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.[24]

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.[25] In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

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[23] (Civ. Code § 815.3 (c)).
[24] (Pub. Resources Code § 5097.991).
[25] per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).

Response 1

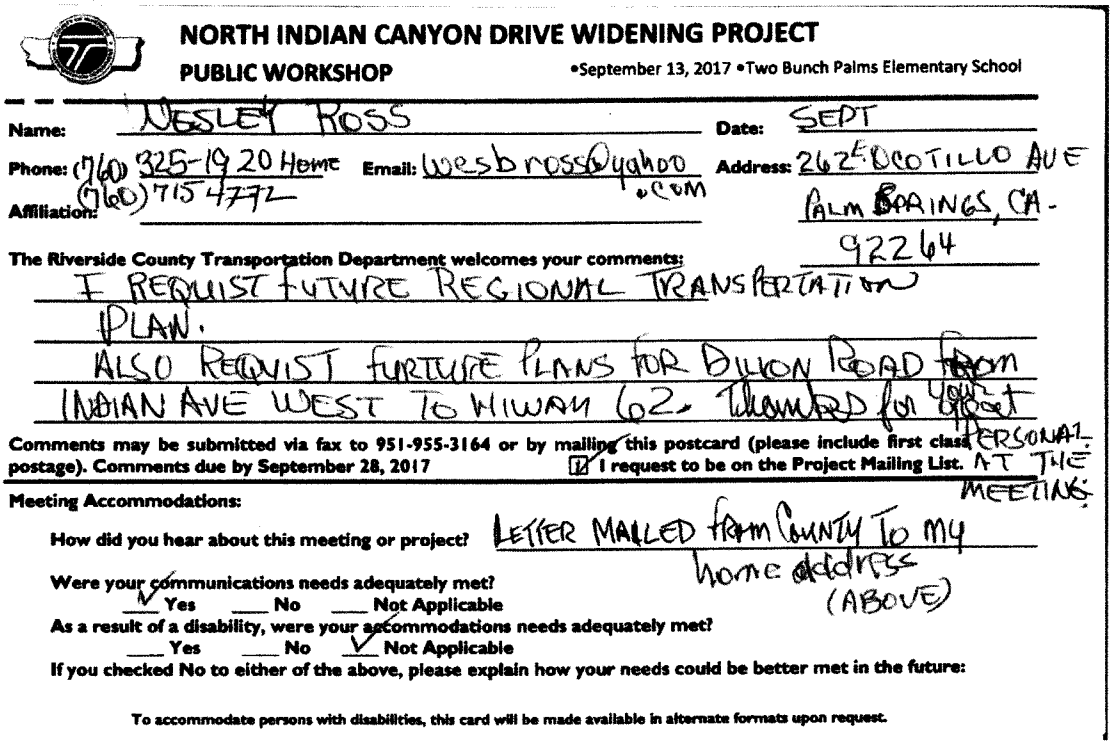
Thank you for your comments; they have been included in the final environmental document.

The document has been revised to remove reference to CR-3 and CR-4. In addition, mitigation measure CR-1 included within the document sufficiently and appropriately covers incidental discovery of either Tribal Cultural Resources or Archaeological Resources, should previously unidentified cultural resources be located during construction.

In regards to consultation under AB 52, initial letters were sent out on October 5, 2016, to all tribes that had previously requested to consult with Riverside County under AB 52. Responses were received from the Agua Caliente Band of Cahuilla Indians on November 7, 2016, from the Gabrieleno Band of Mission Indians – Kizh Nation on November 11, 2016, and from the Twenty-Nine Palms Band of Mission Indians on November 21, 2016. Both the Agua Caliente Band of Cahuilla Indians and Twenty-Nine Palms Band of Mission Indians requested copies of the cultural environmental documentation, which has since been provided to them. The Gabrieleno Band of Mission Indians – Kizh Nation deferred consultation to be carried out by the Agua Caliente Band of Cahuilla Indians. No additional or continued consultation has been requested by any tribes. Consultation under AB 52 has concluded for this project.

Comment 2

Wesley Ross (received via comment card, September 13, 2017)



NORTH INDIAN CANYON DRIVE WIDENING PROJECT
PUBLIC WORKSHOP •September 13, 2017 •Two Bunch Palms Elementary School

Name: WESLEY ROSS Date: SEPT

Phone: (760) 325-1920 Home Email: wesbross@yahoo.com Address: 262 E OCOTILLO AVE

Affiliation: (760) 715 4772 PALM SPRINGS, CA. 92264

The Riverside County Transportation Department welcomes your comments:

I REQUIST FUTURE REGIONAL TRANSPERTATION PLAN.

ALSO REQUIST FURTURE PLANS FOR DILLON ROAD FROM INDIAN AVE WEST TO HIWAY 62. THANKED FOR YOUR PERSONAL AT THE MEETING.

Comments may be submitted via fax to 951-955-3164 or by mailing this postcard (please include first class postage). Comments due by September 28, 2017 ☑ I request to be on the Project Mailing List.

Meeting Accommodations:

How did you hear about this meeting or project? LETTER MAILED FROM COUNTY TO MY home address (ABOVE)

Were your communications needs adequately met?
✓ Yes ___ No ___ Not Applicable

As a result of a disability, were your accommodations needs adequately met?
___ Yes ___ No ✓ Not Applicable

If you checked No to either of the above, please explain how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response 2

Thank you for your comments; they have been included in the final environmental document.

Future regional transportation plans, including future improvements on Dillon Road between North Indian Canyon Drive to Highway 62, can be found listed within the annually updated Riverside County Transportation Department Transportation Improvement Program (TIP). The website to review the annual updates to the TIP can be found here: http://rctlma.org/trans/Project-Information/TIP/Transportation-Improvement-Document. The County does not have any future projects planned within this corridor at this time; however, adjacent segments of roadway are within the jurisdictions of the City of Palm Springs and the City of Desert Hot Springs, which may have plans to improve these facilities independently of the County.

Additionally, Marcia Frances Rose provided the following response via email:

From: Rose, Marcia Frances
To: "wesbross@yahoo.com"
Cc: Martinez, Alfredo
Subject: North Indian Canyon Drive Project Pubic Meeting - September 13, 2017 - Two Bunch Palms School Elementary School
Date: Wednesday, September 20, 2017 10:35:00 AM

Dear Mr. Ross:

It was a pleasure speaking with you at the public meeting for the North Indian Canyon Drive Project. At the meeting, as I recall; you inquired about other projects that are programmed to occur on Dillon Road?
Please see the links below to the County of Riverside Transportation Improvement Plan (TIP) Biennial Report.

- FY 2015/16 - 2016/17 Biennial Edition -Approved 12/13/16
- http://rctlma.org/trans/Project-Information/TIP/Transportation-Improvement-Document

Thank you,

Marcia Frances Rose, M.S., PMP
Senior Transportation Planner
Riverside County Transportation Department- Environmental Division
Riverside County - Transportation and Land Management Agency
3525 14th Street
Riverside,CA 92501
951-955-1505

Comment 3

Twenty-Nine Palms Band of Mission Indians (received via mail, September 20, 2017)

TWENTY-NINE PALMS BAND OF MISSION INDIANS

46-200 Harrison Place . Coachella, California . 92236 . Ph. 760.863.2444 . Fax: 760.863.2449

September 20, 2017

Marcia Frances Rose, Senior Environmental Planner
3525 14th St, 2nd Floor
Riverside, CA 92501

RE: Draft Initial Study/Proposed Mitigated Negative Declaration for the North Indian Canyon Drive Widening Project

Dear Ms. Rose,

This letter is in regards to consultation in compliance with the California Environmental Quality Act (CEQA) for the Draft Initial Study/Proposed Mitigated Negative Declaration for the North Indian Canyon Drive Widening Project. This project entails widening the existing pavement on North Indian Canyon Drive. As stated in the Tribal scoping letter sent, November 21, 2016, the Tribal Historic Preservation Office (THPO) is not aware of any additional archaeological/cultural sites or Traditional Cultural Properties in the project that pertains to the Twenty-Nine Palms Band of Mission Indians (Tribe). However, the project is located within the Chemehuevi Traditional Use Area (TUA). For this reason, the project could have significant impacts on cultural resources that concern the Tribe.

After a review of the Draft Initial Study including a summary of the archaeological record search and survey, the THPO does not have specific concerns in regards to the North Indian Canyon Drive Widening Project. However, if there are inadvertent discoveries of archaeological remains or resources, construction should stop immediately, and the appropriate agency, tribe(s), and the THPO should be notified.

The Tribe and THPO look forward to continuing working with the Coachella Valley Water District on this project. Since this project is within the Chemehuevi TUA we request continued notification of the project's progress. If you have any questions, please do not hesitate to contact the Tribal Historic Preservation Office at (760) 775-3259 or by email: TNPConsultation@29palmsbomi-nsn.gov.

Sincerely,

Anthony Madrigal, Jr.
Tribal Historic Preservation Officer

cc: Darrell Mike, Twenty-Nine Palms Tribal Chairman
Sarah Bliss, Twenty-Nine Palms Tribal Cultural Specialist

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Traffic Engineering

Response 3

Thank you for your comments; they have been included in the final environmental document.

As requested, the Twenty-Nine Palms Band of Mission Indians will be kept apprised of the project's progress. Additionally, as a point of clarification, the project proponent is the County of Riverside, and not the Coachella Valley Water District, as indicated in the response letter.

Comment 4

State Clearinghouse (received via mail, September 28, 2017)

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 28, 2017

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Traffic Engineering

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

Subject: North Indian Canyon Drive Widening Project
SCH#: 2017081058

Dear Marcia Rose:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 27, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

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Traffic Engineering

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Response 4

Thank you for your comments; they have been included in the final environmental document.