

Checklist Responses (a) and (b) above, during construction there is a potential for temporary lane closures at intersections in order to install pedestrian crossings where the trail would cross an existing roadway. However, traffic flow would be maintained in at least one direction during the lane closure. Ramp closures, detours, and temporary road closures are not expected. Mitigation measure TRAFFIC-1 would ensure the ease of traffic flow during construction and ensure coordination with property owners and emergency service providers in the area prior to and during Project construction (refer to mitigation measure TRAFFIC-1). Therefore, the Project would not result in inadequate emergency access; impacts would be less than significant and no further mitigation is required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

No Impact. The Project would not generate any permanent traffic or increased population. It would not increase demand for, conflict with, nor decrease the performance of any adopted alternative transportation policies, plans, or programs. The Project would provide an alternative to automobile travel between home and work, and would provide access to area schools, businesses, parks, and other recreational amenities for pedestrians and cyclists. As discussed previously, the Project is consistent with the Cities of Menifee and Hemet General Plans as well as other regional plans. No impact would occur and no mitigation would be required.

3.16.3 Mitigation Measures

TRAFFIC-1 Prior to Project construction, the County shall incorporate special provisions for the Traffic Control System into the Project specifications. The Traffic Control System would detail requirements for the construction contractor including but not limited to the following: (1) prior to construction, detailed traffic control plans would be prepared by a registered civil engineer in the state of California and would be submitted by the contractor to the County for review and approval; (2) traffic control plans would be prepared in accordance with the California Manual of Uniform Traffic Control Devices and Work Area Traffic Control Handbook; (3) traffic control measures would be implemented to maintain traffic flow for property owners, businesses, and emergency service providers by maintaining a minimum of one traffic lane open at all times, including the use of flagmen as required; (4) the contractor would be responsible for advanced notification and coordination with property owners; (5) the location of parking for construction workers during construction phases shall be on public streets or designated construction staging areas; (6) lane closures would require prior approval by the County; (7) no detour would be permitted; and (8) daily working hours would be Monday through Friday, except County and City holidays, between the hours of 7 a.m. and 6 p.m. unless otherwise approved by the County.

3.17 Tribal Cultural Resources

The information in this section is based on the Project's HPSR and ASR (Applied Earthworks, Inc. February 2017a and 2017b, respectively).

Native American Consultation

For the purposes of consulting pursuant to AB 52 (PRC Section 5024.1), the County has maintained continuous consultation with Native American groups and individuals throughout Project development. Detailed accounts of the consultation process, specific tribal and individual contacts, and the substance of communications with various Native Americans are included in the Project's HPSR and ASR (Applied Earthworks, Inc. 2017).

The NAHC was contacted in October and September 2015, to elicit pertinent cultural resource information available in the Sacred Lands File for the Project APE. In a reply dated September 11, 2015, the NAHC did not indicate whether Sacred Lands were present within the Project area. However, they noted the following archaeological sites were identified through their Sacred Lands File search of the Project area: CA-RIV-19, -103, -121, -3789, -6432H, -7885, -7886, -7887, -7888, -7891, and 7893 (Applied EarthWorks, Inc. 2017) – none of these sites are located within the Project area. One of the sites, CA-RIV-3789, falls within the one-mile radius search of the Project area. The remaining 10 sites are located more than one-mile away from the Project area. The NAHC provided a list of Native American contacts within the Project region. The 22 individuals on the list represent the following 20 Native American groups in the region: Agua Caliente Band of Cahuilla Indians; Augustine Band of Cahuilla Mission Indians; Cabazon Band of Mission Indians; Cahuilla Band of Indians; Juaneño Band of Mission Indians; Juaneño Band of Mission Indians – Acjachemen Nation; La Jolla Band of Mission Indians; Los Coyotes Band of Mission Indians; Morongo Band of Mission Indians; Pala Band of Mission Indians; Pauma & Yuima Reservation; Pechanga Band of Luiseño Indians; Ramona Band of Cahuilla Mission Indians; Rincon Band of Luiseño Indians; San Luis Rey Band of Mission Indians; Santa Rosa Band of Mission Indians; Serrano Nation of Mission Indians; Soboba Band of Luiseño Indians; Torres-Martinez Desert Cahuilla Indians; and Twenty-Nine Palms Band of Mission Indians.

Contact with the 22 individuals listed in the NAHC response, as well as one additional contact recommended by Caltrans District 8 Native American Coordinator Gary Jones, was initiated through a letter dated October 16, 2015. A follow-up letter was sent on February 4, 2016, as an update regarding investigative work conducted since the initial consultation letter was issued. Follow-up phone calls and emails were conducted February 2016 through July 2017. Appendix F (Summary of Native American Consultation) includes a detailed log of correspondence regarding the substance and outcome of consultations conducted with Native American groups and individuals for the Project.

3.17.1 Environmental Setting

As detailed in the HPSR and ASR (Applied EarthWorks, Inc. 2017a and 2017b, respectively), based on information passed down from Tribal elders, published academic works in the areas of anthropology, history, and ethnohistory, and through recorded ethnographic and linguistic accounts, the Project area lies within the ancestral cultural territory of the Luiseño. However, the Project area may also have been occupied by the Cahuilla due to population shifts in the historic era. Both of these tribes speak a language of the Takic branch of the Shoshonean family, part of the larger Uto-Aztecan language stock.

The term Luiseño originated as a description of the native peoples associated with Mission San Luis Rey near Oceanside. Luiseño territory in ethnographic times encompassed a stretch of the California coast and included most of the drainage of the San Luis Rey and Santa Margarita rivers. Inland, Luiseño territory extended south from Santiago Peak, including the Elsinore and Temecula valleys, and extended farther south to Mount Palomar and the Lake Henshaw area, then west to the coast at Agua Hedionda Creek. The coastal territory of the Luiseño extended north to near San Mateo Creek in Orange County. Their territory included every ecological zone from the coastline to the mountains. Elders of the Pechanga Band of Luiseño Indians add that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down to Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla Range back to Rawson Canyon.

Cahuilla territory spanned from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, the San Jacinto Plain as far as Riverside, and the eastern slopes of Palomar Mountain to the west. It has been estimated the total population of the three Cahuilla divisions—the Mountain, Pass, and Desert Divisions—at between 6,000 and 10,000 people at Spanish contact in the late eighteenth century. The Cahuilla occupied a topographically complex region that includes mountain

ranges with elevations of 11,000 feet, to low desert at 273 feet below sea level, interspersed by passes, canyons, foothills, and valleys. Seasonal extremes in temperature, precipitation, and wind characterize the region.

3.17.2 Impact Assessment

Would the Project 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, and that is:

- a) **Listed or eligible for listing 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)?**

Less Than Significant Impact with Mitigation Incorporated. CA-RIV-1162H and CA-RIV-6875 are located within the Project APE, and are considered eligible for listing on the CRHR. Neither resource have been identified as eligible for listing in a local register of historical resources as defined in Public Resources Code section 5020.1(k). With implementation of mitigation measures TRBL-1 through TRBL-4, impacts to Tribal Cultural Resources would be less than significant. Also, and as stated above in Section 3.5.3, mitigation measure CUL-1 will be implemented to address archaeological resources inadvertently encountered during Project construction.

- b) **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. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

No Impact. No resources subject to Public Resources Code Section 5024.1 were identified based on the cultural resources analysis conducted in support of the Project; including consultations performed by the County (lead agency) with Native American tribes and their representatives. Therefore, the Project would not impact resources subject to Public Resources Code Section 5024.1.

3.17.3 Mitigation Measures

TRBL-1 Prior to ground disturbance work associated with the Project, the County shall notify the Pechanga Band of Luiseño Indians (Pechanga) of the Project grading schedule and coordinate with the Tribe to develop a Tribal Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains on the site. A Tribal monitor(s) shall be present for all ground disturbing activities associated with construction of the eastern trail segment along State Street north of Heshmet Street. In addition, a Tribal monitor shall be present during all ground disturbing activities associated with construction of the western trail segment under the Interstate 215 freeway.

TRBL-2 Archaeological Monitoring: At least 30 days prior to any ground disturbing activities on the site taking place, the Riverside County Transportation Department shall retain a Secretary of Interior Standards qualified archaeological monitor and a tribal monitor from the Soboba Band of Luiseno Indians (Soboba) to monitor all sensitive areas within known cultural resource

boundaries and areas where excavations are expected to exceed 12 inches in depth in an effort to identify any unknown archaeological resources.

1. The Project Archaeologist, in consultation with interested tribes, the and Riverside County Transportation Department, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:
 - a. Project grading and development scheduling;
 - b. The development of a schedule in coordination with the Riverside County Transportation Department and the Project Archeologist for designated Tribal Monitors from the Soboba during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and the Soboba's Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;
 - c. Plan for the controlled grading within 50 feet of the boundaries of CA-RIV-1162/H and CA-RIV-6875. Grading within 50-feet of these sites shall be conducted using controlled grading techniques. Large indiscriminate grading equipment shall not be used, and the controlled grading technique shall be reviewed by the Project Archaeologist, in consultation with the Soboba and the Riverside County Transportation Department. The archaeologist and the Soboba Tribal Monitors shall ensure that the grading efforts in these areas are conducted in a manner that allows for the identification of subsurface cultural resources. Any resources observed shall be addressed in accordance with the below-listed mitigation measure TRBL-4;
 - d. The determination by the project archaeologist, Riverside County Transportation Department and Soboba Tribal Monitors as to which features of sites CA-RIV-1162/H, can be successfully relocated to locations onsite that will be mutually agreed upon. The relocated features will be placed in an area that will be preserved in perpetuity, so that no future disturbances will occur; and,
 - e. The protocols and stipulations that the Riverside County Transportation Department, the Soboba, and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TRBL-3 Prior to Construction Permit Issuance: If there are any changes to Project site design and/or proposed grades, the Riverside County Transportation Department shall contact the Soboba to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the Riverside County Transportation Department and the Soboba to discuss the proposed changes and to review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project. The Riverside County Transportation Department will make all attempts to avoid and/or preserve in place as many as possible of the cultural resources located on the Project site if the site design and/or proposed grades should be revised in consultation with the Riverside County Transportation Department. In specific circumstances where existing and/or new resources are determined to be unavoidable and/or unable to be preserved in place despite all feasible alternatives, the Riverside County Transportation Department shall make every effort to relocate the resource to a nearby open space or

designated location on the property that is not subject to any future development, erosion or flooding.

TRBL-4 Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with Soboba Tribal monitor oversight of the process; and
2. **Treatment and Final Disposition:** The Riverside County Transportation Department shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Riverside County Transportation Department shall relinquish the artifacts through one or more of the following methods and provide evidence of same:
 - a. Accommodate the process for on-site reburial of the discovered items with the Soboba. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
 - b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;
 - c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and,
 - d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the Riverside County Transportation Department documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the Riverside County Transportation Department, Eastern Information Center and the Soboba.

3.18 Utilities and Service Systems

Information in this section is based on the *Salt Creek Trail Project Water Quality Technical Memorandum* prepared by POWER Engineers, Inc. (2017).

3.18.1 Environmental Setting

A variety of local and regional purveyors in this area provide and maintain utility and service system facilities associated with water, sewer, electric, gas, telephone, and cable. Existing surface utilities, including but not limited to, pull boxes, sewer manhole lids, water valve covers, utility poles, and fire hydrants would be adjusted to grade or relocated as necessary. Potholing would be performed during the final engineering stage to verify the location of subsurface utilities. No utility relocations are anticipated to take place outside the designated Project area.

3.18.2 Impact Assessment

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project consists of a multi-use trail and does not include components that would induce population growth that would increase the demand for water or increase the amount of wastewater being generated into the sewer or wastewater treatment system. Operation of the Project would not require additional sewer or wastewater treatment over current conditions. Because no development is planned that would require additional demand for wastewater treatment facilities or systems, no impact would occur and no mitigation measures would be required.

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?

No Impact. The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities as no potable water and/or restroom facilities would be provided as part of the Project.

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?

Less Than Significant Impact. The Project does not include the construction of new storm water drainage facilities. As previously discussed, along the western trail segment of the Project, the portions of Sun City Channel and the Salt Creek Flood Control Channel that would be crossed are currently unimproved at the crossing locations; proposed improvements incorporated into Project design would allow low flow water to pass beneath the trail unimpeded while providing a stable trail surface for the public. Along the Eastern Segment, the Project would cross Drainage 1 at Domenigoni Parkway east of Searl Parkway, north of Diamond Valley Lake Community Park – this crossing would involve the extension of the existing box culvert, which would accommodate the new trail along Domenigoni Parkway while minimizing impacts to the channel, such as impeding existing storm flows.

The Project-related drainage facility improvements would not cause a significant environmental effect, and therefore no mitigation would be required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The Project would not require the provision of new water supplies or require the expansion of existing facilities. Therefore, no impact would occur in this regard.

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 projects projected demand in addition to the providers existing commitments?

No Impact. The Project would not involve construction of facilities that would increase wastewater quantities. Therefore, no impact would occur in this regard.

Please also see Checklist Responses 3.18.2 (a) and (b) above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?

Less Than Significant Impact. Due to the nature of the Project, solid waste would not be generated during the Project's operation phase. Project construction would generate wastes that would be disposed of in local or regional facilities such as concrete rubble, non-hazardous metal, boxes, and refuse from construction workers. Construction of the Project would marginally increase the amount of solid waste disposal above current capacity availability. However, no demolition activities are associated with construction. Due to the small scale and short duration of Project construction, impacts related to construction-related solid waste disposal would be less than significant and no mitigation would be required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The Project would comply with federal, State, and local statutes and regulations related to solid waste.

3.18.3 Mitigation Measures

No mitigation measures are proposed.

3.19 Mandatory Findings of Significance

Would the Project:

a) 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, 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?

Less Than Significant with Mitigation Incorporated. The Project involves construction of a dual track trail alignment consisting of a multi-use pathway adjacent to a natural surface pedestrian trail. The Project would serve a variety of user groups with a wide range of interests and abilities ranging from casual pedestrian and family use to advanced cyclists, commuters, runners and hikers. With the implementation of mitigation measures described herein, the Project would not result in a significant adverse impact on the environment, including biological and cultural resources. Furthermore, the Project would not result in the elimination of important examples of major periods of California history or prehistory.

b) 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)?

Less Than Significant Impact with Mitigation Incorporated. As described in the previous sections of this Initial Study, Checklist Responses 3.1 through 3.18, the Project would result in less than significant impacts with incorporation of mitigation measures for air quality, biological resources, cultural resources, hazards/hazardous materials, noise, and transportation/traffic. Implementation of mitigation measures identified in the aforementioned resource areas of this Initial Study are required to reduce impacts to a less than significant level.

A cumulative impact could occur if the Project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. The cumulative study area is generally confined to an approximate five mile radius. A review of the City of Menifee and Hemet’s websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. These cumulative projects are listed in Table 3-19.

TABLE 3-19 CUMULATIVE PROJECTS LIST

PROJECTS			
City of Hemet – Eastern Segment			
Rancho Diamante Phase II Specific Plan Amendment (SPA 15-001)	Warren Road and Mustang Way	The proposed SPA will revise land use boundaries and planning areas and reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744-635 units 63 acres of park and open space area.	1.70 miles northwest
Downtown Hemet Specific Plan (SP 16-001 and GPA 16-001).	Bounded by Gilbert Street, Oakland Avenue, Santa Fe Street, and Acacia Avenue	Downtown Hemet Specific Plan (SP 16-001) will replace the existing conventional zoning for a 360 acre project area and establishes nine new zones. GPA 16-001 proposes to add certain bikeway segments into the Circulation Element of the General Plan.	1.5 miles north
State Route 79 Realignment Project	Domenigoni Parkway to Gilman Springs Road	The SR 79 Realignment Project proposes to realign SR 79 approx. 18 miles from Domenigoni Parkway to Gilman Springs Road in the Cities of San Jacinto and Hemet, and unincorporated Riverside County.	Portion of the SR-79 Realignment Project would occur within the five miles cumulative projects radius
Bautista Creek Recharge Basin Expansion Project	Ramona Expressway and Cedar Avenue	The recharge project is being designed to promote infiltration and increase recharge in the Hemet-San Jacinto Valley groundwater basin areas. The project includes construction of six earthen infiltration basins that will allow	4.5 miles northeast

		stormwater and surplus water to pond until it infiltrates into the ground.	
City of Menifee – Western Segment			
Menifee Valley Campus Master Plan	La Piedra Road and Antelope Road	The project would add approximately 4,398 full-time equivalent students. The Campus improvements would consist of the construction of new school facility buildings, a football stadium, baseball diamond, fitness center/gymnasium, and soccer field, and staff, student, and visitor parking facilities.	1.15 miles southeast
Bradley Road Bridge	Bradley Road, Potomac Drive, Rio Vista Drive	The city is proposing to replace this low-flow crossing with an all-weather crossing (bridge), effectively raising the roadway out of the floodplain.	Within the Project limits
Valley South Subtransmission Project	McLaughlin Road, Matthews Road, Grand Avenue, Leon Road, to Nicolas Road	Construction and operation of a new 115-kilovolt (kV) subtransmission line. Includes a new 115-kV line extending from SCE's existing Valley Substation in the City of Menifee, south approximately 12 miles, to a tubular steel pole (TSP) on the southeast corner of Leon/Benton Road and reconductoring of an existing 115-kV line from this TSP to just west of SCE's existing Triton Substation in the City of Temecula (3.4 miles).	3.25 miles northeast (Valley Substation)
Quail Valley Sewer Improvements Subarea 9 - Phase 1	Goetz Road and Vista Way	Project consists of the installation of sewers along Vista Way, Casa Bonita Avenue, Naranja Drive, Manzana Drive, La Pina Drive, Datil Drive, and Platino.	0.75 miles northwest
Daily II Tank Project	Daily Road and Scott Road	The Eastern Municipal Water District proposed project is for the construction of a two million gallon water storage reservoir (Daily II Tank).	3.65 miles south
All Star Storage [®] Planning Application No. CUP 2015-156	Haun Road and Wickerd Road	The project consists of an additional 225,674 square feet of storage space in 15 buildings. The project includes the additional of a 25-foot wide third driveway at the southern portion of parcel 2. The proposed project includes the widening and improvement of the existing driveway located at the southern portion of the existing storage facility to 44 feet.	2.95 miles south

Holland Road/Interstate 215 Overcrossing Project	Holland Road and Haun Road	The project will construct a new four-lane overcrossing at Holland Road that will span the I-215 freeway and Antelope Road. The project also includes realigning Willowood Way, restriping Hanover Lane, and Albion Lane, and constructing an access road for existing businesses on the west side of I-215.	1.45 miles south
Paseo Vivora Pipeline Replacement Project	Along Paseo Vivora west of Goetz Road	The Paseo Vivora pipeline replacement project consist of installing approximately 2,150 linear feet of 8-inch diameter potable water pipeline to replace an existing 8-inch diameter pipeline.	1.60 miles northwest
Paradise Meadows Potable Water Storage Tank and Transmission Pipeline Project	Goetz Road and Newport Road	Eastern Municipal Water District proposes to construct and operate a 5-million gallon welded steel, above-ground potable water storage tank measuring 44 feet in height with an internal diameter of 157 feet; an approximate 0.39-million gallon detention basin located approx. 350 linear feet east of the proposed tank.	0.11 miles south
Menifee Union School District Elementary School No. 14	Stage Coach Road and Derby Hill Drive	Construction of a new Elementary School #14 within the Audie Murphy Ranch consisting of approximately 14 acres of land located directly east of the intersection of Stage Coach Road and Derby Hill Drive and southwest of Murphy Ranch Road.	0.55 south

The following analysis evaluates the Project's potential to contribute considerably to a cumulative impact. As described in the previous sections of this Initial Study, Checklist Responses 3.1 through 3.18, the Project would result in no impact or impacts considered less than significant on the following resource areas: aesthetics, agricultural and forest resources, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, and utilities and service systems and would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the Project to result in cumulative impacts that would be considered significant in the above mentioned resource areas is considered low, and the Project does not have the potential to result in a cumulative impact that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact with mitigation or a less than significant impact, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review it was determined that the resources that could potentially contribute to significant cumulative impacts to a considerable degree

when combined with the past, present, and reasonably foreseeable cumulative projects are: air quality, biological resources, cultural resources, hazard/hazardous materials, noise, and transportation/traffic. A cumulative evaluation for these environmental resource areas is provided below.

Air Quality

As detailed in Checklist Response 3.3.2 (c), the Project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures (refer to mitigation measure AQ-1). In addition, the Project would comply with adopted 2012 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

Compliance with SCAQMD rules and regulations would minimize the Project's construction-related emissions and ensure that impacts are reduced to a less than significant level. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Therefore, a less than significant impact would occur and no mitigation would be required.

The Project would not result in long-term air quality impacts, as the multi-use trail would not result in long-term air quality impacts and emissions would not exceed the SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, no impacts to cumulative operational impacts associated with Project operations would result and no mitigation would be required.

Biological Resources

As described in Checklist Section 3.4.1, Biological Resources, the western segment of the BSA generally includes existing residential development to the north, although the section of land to the north between Goetz Road and Normandy Road consists of a vacant, graded, planned residential development (Audie Murphy Ranch). There are several vacant, undeveloped lots that border the western segment Salt Creek. The eastern segment of the BSA is primarily surrounded by vacant, undeveloped land that historically been used for agricultural purposes, or left as open space. However, the northeastern section of the BSA in this segment includes residential and educational facilities. The Project site contains six plant communities consisting of southern cottonwood willow riparian forest, mulefat scrub, Riversidean sage scrub, non-native grassland, tamarisk scrub, and ornamental vegetation, as stated above minimal loss to vegetation located within the Project site boundaries is expected due to development primarily being located within existing dirt roads, trails, and disturbed areas. These areas are greatly disturbed and no longer contain any natural plant communities or habitat that is favored by sensitive plant species known to occur in the area. Site development would not conflict with any local policies or ordinances protecting biological resources.

The western segment of the BSA is located within the Sun City/Meniffee Area Plan of the MSHCP, and the eastern segment of the BSA is located within the San Jacinto Valley Area Plan of the MSHCP. Neither segment is located within any Criteria Cells, or cores, or linkages identified within the MSHCP; however, the eastern segment of the BSA is located approximately 150 feet northeast of Existing Core J, which is separated from the eastern segment of the trail by Domenigoni Parkway. The western segment of the trail is partially located within designated Public/Quasi-Public Lands, which are included within the MSHCP Conservation Area.

The Project is a Covered Activity, under Section 7.4.2, Conditionally Compatible Uses, of the MSHCP and Project is considered conditionally compatible with the overall conservation goals and objectives of the MSHCP and is covered within the MSHCP Conservation Area subject to the guidelines and criteria incorporated in Section 7.4.2. As depicted in Figure 7-3 of the MSHCP, the Project is shown as an adopted planned regional trail. Section 7.4.2 states that the covered public access uses within the MSHCP Conservation Area would be comprised of trails, facilities, and passive recreational activities. Construction of and improvements to these trails would be covered under the MSHCP.

All four hydrogeomorphic features observed within the BSA qualify as riparian/riverine habitat as defined under Section 6.1.2 of the MSHCP. Therefore, any alteration or loss of riparian/riverine habitat that may occur as a result of the Project would require the preparation of a DBESP analysis to ensure the replacement of any lost functions and values associated with all four hydrogeomorphic features. The DBESP analysis is separate from any regulatory approvals/permitting by the Corps, RWCQB, and CDFW. The extent of the riparian/riverine habitat on the Project site is synonymous with the jurisdiction of CDFW.

Separate from the requirements of the MSHCP, Riverside County established a boundary for protecting the SKR, a federally endangered and state threatened species that is not covered under the MSHCP. SKR is protected by the SKR Habitat Conservation Plan (SKR HCP) (County Ordinance No. 663.10). The Project is located within the Fee Area for SKR. However, Section 10(d) of the Ordinance specifically exempts development of any parcel used by local, state or federal entities for governmental purposes (i.e., public works, schools, government infrastructure) from payment of mitigation fees. As such, this Project is exempt from the SKR fee payment (Section 10(d) of Riverside County Ordinance 663.10).

Increased population growth, as permitted by the both the City Menifee and Hemet's General Plans, is expected to occur in the Project area and would increase disturbance on open space lands from human use, vehicle travel, garbage dumping, and domestic and opportunistic animals. The preservation of land through designated open space areas within MSHCP would limit cumulatively considerable regional disruption of wildlife. Given that sensitive species, including SKR, may currently occur within the cumulative study area, development proposals would be required to adequately mitigate impacts to wildlife and habitat before development is permitted. Participation and enforcement of the MSHCP and the SKR HCP would reduce cumulative impacts to sensitive species and protect habitats for these species. After incorporation of the measures provided herein related to biological resources, the Project's incremental contribution would not result in a cumulatively considerable impact.

Cultural, Historical, and Paleontological Resources

As described in Checklist Responses 3.5.2 (a), (b), and (c) and 3.17.2 (a) and (b), the Project is not anticipated to impact cultural or tribal cultural resources, respectively, though there is the possibility that buried cultural deposits—whether associated with CA-RIV-1162/H or CA-RIV-6875, or with some as-yet unknown archaeological site—may be discovered during Project-related construction activities. However, with implementation of mitigation measures CUL-1 and CUL-2 and TRBL-1 through TRBL-4, impacts to cultural resources would be less than significant.

Cultural resources are generally not considered subject to cumulative effects because they are either individually directly or indirectly affected in a way that changes the significance of the property, or they are not affected in a way that changes the significance of the property. Development in Cities of Menifee and Hemet as well as adjacent jurisdictions would require grading and excavation that could potentially affect unanticipated archaeological and paleontological resources, including human remains. It is possible that these projects could cause a significant impact on historic properties and unidentified buried archaeological resources, including buried human remains, through possible ground disturbance associated with construction activities. CEQA requirements for protecting archaeological resources and

CEQA and Health Code requirements related to the treatment of human remains are applicable to development in the City and County as well as adjacent jurisdictions, as are local cultural resource protection provisions. If subsurface cultural resources are protected upon discovery as required by law, impacts to those resources would be less than significant. Further, with the measures that would be imposed and enforced if unanticipated resources are discovered, the contribution of the Project to the cumulative destruction of subsurface cultural resources throughout the City and the region would not be cumulatively considerable.

Hazards/Hazardous Materials

The cumulative study area for hazards/hazardous materials includes the area within a one-mile radius of the Project site. As discussed in Checklist Response 3.8.2 (d), a database search was conducted to evaluate the potential for the Project site or properties near the Project site to create adverse environmental impacts. The database search for the Project concluded that the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Construction of the Project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal regulations.

As detailed Checklist Response 3.8.2 (b), traffic striping along Goetz Road, Normandy Road, Murrieta Road, Bradley Road, and Antelope Road (western segment), which may contain LBPs. It was determined that the current on-site traffic striping has not resulted in an REC at the Project site as a result of LBPs; however, should construction activities result in the disturbance of traffic striping materials, the generated wastes would be disposed of at an appropriate, permitted disposal facility as determined by a lead specialist described in mitigation measure HAZ-1. In addition, it was determined that the potential for lead contamination to exist within soils along on-site roadways or along I-215 due to aerially deposited lead is unlikely within the western segment and eastern segment of the Project. While no evidence of hazardous materials was located on the Project site and surrounding properties, there could be the potential to encounter unknown wastes or suspected materials during construction activities. Compliance with standard construction requirements and implementation of mitigation measures HAZ-1 and HAZ-2 would reduce impacts associated with the release of hazardous materials into the environment during construction activities.

Future development projects would be required to undergo investigations similar to the Project and would be required to implement mitigation measures to remediate or otherwise avoid release of hazardous materials into the environment. The Project's incremental contribution to cumulative impacts from hazards and hazardous materials, when combined with past, present, and reasonable foreseeable projects, would be less than cumulatively considerable.

Noise

As stated in Checklist Response 3.12.2 (a) both the Menifee Municipal Code and Hemet Municipal Code state construction activities may occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Implementation of mitigation measure NOI-1 would ensure that Project construction complies with allowable hours for construction noise and requires construction equipment to

be equipped with properly operating and maintained mufflers and other state required noise attenuation devices to further minimize impacts. With implementation of mitigation measure NOI-1 a less than significant noise impact would result from construction activities.

The Project would not result in off-site mobile noise impacts, since it is not considered a trip generating land use project and the traffic would not increase with implementation of the Project. In addition, the Project is anticipated to result in beneficial long-term noise effects, as it would result in reduced motorized vehicle trips and improve connectivity in the Project area for alternative modes of transportation. Although the Project may result in a nominal number of trips associated with occasional maintenance, the impact of these trips would be negligible. The Project would not generate any stationary source noise impacts. Therefore, the Project, in combination with cumulative noise levels, would not be cumulatively considerable.

Traffic/Transportation

Other projects in the area may be under construction during the same timeframe as the Project. To the extent that construction periods overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously in and adjacent to the study area, potentially resulting in deterioration of traffic operations on area local roadways. The City Menifee and Hemet would coordinate the timing of project detours and lane closures for all projects in the area in order to minimize cumulative traffic impacts. With the minimization measures TRAFFIC-1 identified in Section 3.16.3, short-term impacts on traffic/transportation would be minimized and the Project would not contribute either directly or indirectly to a cumulatively considerable impact to this resource area.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. Based on the analysis of the above-listed topics, the Project would have potentially significant environmental effects related to air quality, biological resources, cultural resources, hazards/hazardous materials, noise, and transportation/traffic that could cause substantial adverse effects on human beings, either directly or indirectly. However, implementation of the mitigation measures for each of these resource topics would reduce Project-related potentially significant impacts to a less-than-significant level. Therefore, after implementation of the measures, the Project would result in a less-than-significant impact on human beings.

4.0 LIST OF PREPARERS

County of Riverside

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APPENDIX A
CEQA ENVIRONMENTAL CHECKLIST FORM

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CEQA Environmental Checklist Form

- 1. Project Title:** Salt Creek Trail Project
- 2. Lead Agency Name and Address:** County of Riverside, 3525 14th Street, Riverside, CA 92501.
- 3. Contact Person and Phone Number:** Frances Segovia, Senior Transportation Planner
- 4. Project Location:** The Salt Creek Trail Project is located in two segments of the Salt Creek Trail. The western segment of the trail spans the City of Menifee from the intersection of Goetz Road the intersection of north of Newport Road to the intersection of Antelope Road and Aldergate Drive east of Interstate 215. The eastern segment of the trail spans the City of Hemet from the intersection of Sanderson Avenue and Domenigoni Parkway to the intersection of State Street and Chambers Street.
- 5. Project Sponsor's Name and Address:** Same as Lead Agency
- 6. General Plan Designation:** N/A
- 7. Zoning:** N/A
- 8. Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)** The County of Riverside proposes to construct and operate two segments of the Salt Creek Trail, totaling approximately 7.9 miles which would contribute to the County's ultimate goal for an approximately 16 mile long multi-use trail connecting the cities of Hemet and Menifee. The western segment spans approximately 4.3 miles through the City of Menifee and the eastern segment spans approximately 3.6 miles through the City of Hemet.
- 9. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:** The proposed western and eastern segments of the trail generally follow existing drainage channel and roads. The area surrounding the western segment of the trail is highly urbanized, consisting of a mix residential, commercial, recreational, and public/institutional uses while the area surrounding the eastern segment of the trail includes residential, educational, recreational, and open space uses.
- 10. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement.):** Implementation of the proposed Project would require the approval from the following agencies: United States Army Corps of Engineers, California Department of Fish and Wildlife, and the Santa Ana Regional Water Quality Control Board.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page A-3 for additional information.

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

DETERMINATION:

On the basis of this initial evaluation:

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

CEQA Environmental Checklist

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

The checklist on the following pages indicates potential impacts that may result from the Salt Creek Trail Project. For each of the environmental factors, questions and supporting analysis, and documentation are provided in Chapter 3 of this Initial Study.

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

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES:

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:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES: Would the project 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, and that is:				
a) Listed or eligible for listing 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), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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)?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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APPENDIX B
MITIGATION MONITORING AND REPORTING PROGRAM

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1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) was amended in 1989 to add section 21081.6 to the Public Resources Code. Section 21081.6 (a) (1) states that *“the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”*

Furthermore, Section 21081.6 requires a public agency to adopt a mitigation monitoring and reporting program for assessing and ensuring compliance with any required mitigation measured identified for the proposed project. Section 21081.6 provides general guidelines in implementing mitigation monitoring and reporting programs and mandates that specific reporting and monitoring requirements be defined prior to the close of the public review period for the mitigated negative declaration.

The Mitigation Monitoring and Reporting Program (MMRP) table below lists those mitigation measures that may be included as conditions of approval for the proposed Salt Creek Trail Project. These measures correspond to those discussed in the Initial Study/Mitigated Negative Declaration. To ensure that the Project’s mitigation measures would be properly implemented, a monitoring program has been developed that specifies the timing of and responsibility for monitoring each measure. The mitigation measures identified in the Initial Study/Mitigated Negative Declaration have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation. The County would have the primary responsibility for monitoring and reporting the implementation of the mitigation measures, as described.

Mitigation Monitoring and Reporting Program (MMRP)
Salt Creek Trail Project

AIR QUALITY						
AQ-1	Section 3.1.3	<p>Prior to approval of the Project plans and specifications, the Project Engineer shall confirm that the specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • Dust control of all of the Contractor's operations is required 24 hours per day, 7 days a week for the duration of the contract, and until the disturbed soil is permanently stabilized. The Contractor shall take every precaution to prevent emissions of fugitive dust from the Project site, from locations of stockpiled materials, from unpaved driving surfaces, from haul vehicles, from inactive construction areas, and from all other operations of the Contractor; • All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour; • Disturbed areas shall be replaced with ground cover, restored to a natural state similar to adjacent or nearby natural conditions, or paved immediately after construction is completed in the affected area; • On-site vehicle speed shall be limited to 15 miles per hour; • Visible dust beyond the Project limits which emanates from the Project shall be prevented to the maximum extent feasible; 	During construction	County to verify site plans to ensure incorporation prior to construction. Site inspections during construction to ensure compliance with this measure.	County and Construction Contractor	

AQ-2	Section 3.1.3	<ul style="list-style-type: none"> All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and Reroute construction trucks away from congested streets or sensitive receptor areas. <p>During ground disturbance activities, the Construction Contractor shall comply with CARB's Airborne Toxic Control Measures (ATCM) addressing Naturally Occurring Asbestos (NOA) (Section 93105 and 93106 of Title 17 of the California Code of Regulations). These ATCMs regulate construction, grading, quarrying and surface mining operations, as well as surfacing applications. Per Section 93105, unless it can be shown that formations containing NOA would not be disturbed, an asbestos dust mitigation plan shall be prepared that includes dust suppression techniques to prevent asbestos dust. Asbestos dust suppression techniques include, but are not limited to track-out prevention and control measures, keeping active storage piles adequately wetted or covered with tarps, control for disturbed surface areas and storage piles, control for traffic on on-site unpaved roads, and staging areas, control for earthmoving activities, and recordkeeping and reporting requirements.</p>	During construction	County to conduct site inspections to ensure compliance with this measure.	County and Construction Contractor	
BIOLOGICAL RESOURCES						
BIO-1	Section 3.4.3	A pre-construction clearance survey will be conducted within the Project area during the appropriate blooming season to determine if special-status plant species are present within the Project area. Surveys will provide 100 percent clearance of suitable habitat within the Project disturbance footprint for both the western and eastern segments of the trail. If special-status plant species are detected, the County will contact the Western Riverside County Regional Conservation Authority (RCA), USFWS, and CDFW to confirm appropriate measures are implemented to address the presence of special-status plant species. Fugitive dust will be contained to the maximum extent	Prior to construction	County to retain a qualified biologist to conduct pre-construction surveys during appropriate blooming season.	County and Qualified Biologist	
BIO-2	Section 3.4.3		During construction	County to conduct	County and	

SALT CREEK TRAIL PROJECT
Initial Study and Mitigated Negative Declaration

BIO-3	Section 3.4.3	possible via the use of an on-site water truck(s), and all construction equipment, if left on-site, be thoroughly cleaned of all weed seeds prior to entering the BSA. Within three days prior to ground disturbance, the construction area and adjacent areas within 500 feet of the Project footprint, would be surveyed by an Acceptable Biologist for burrows that could be used by burrowing owl. If a suitable burrowing owl burrow is observed, the biologist would determine if the burrow has recently been used or if an owl is present in the burrow. If the burrow is determined to be occupied, the burrow would be flagged and a 200-foot buffer during the non-breeding season and a 500-foot buffer during the breeding season or a buffer to the edge of the property boundary if less than 500 feet, would be established around the burrow. The buffer would be staked and flagged. No construction activities would be permitted within the buffer until the young are no longer dependent on the burrow. In coordination with CDFW, the no work buffer can be reduced depending on the behavior of the burrowing owls, topography, existing vegetation, human development, and land uses in an area.	Prior to construction	site inspections to ensure compliance with this measure. County to retain qualified biologist to conduct burrowing owl survey.	Construction Contractor County and Qualified Biologist
		<p>It is recommended that a biological monitor be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest becomes inactive under natural conditions, construction activities may resume within the buffer area.</p> <p>If the burrow is unoccupied, the burrow would be made inaccessible to owls, and construction activities may proceed. If either a nesting or escape burrow is occupied, owls shall be relocated pursuant to accepted Wildlife Agency protocols. A burrow is assumed occupied if records indicate that, based on surveys conducted following protocol, at least one burrowing owl has been observed occupying a burrow on site</p>			

<p>BIO-4</p>	<p>Section 3.4.3</p>	<p>during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owls are present. Determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g., distance to nearest suitable habitat and presence of burrows within that habitat) in coordination with the CDFW. Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the CDFW.</p> <p>If construction activities cannot occur outside of the avian nesting season (generally February 1st to August 31st) a pre-construction nesting bird clearance survey shall be conducted within three (3) days prior to ground disturbance. The construction area and adjacent areas within 500 feet of the Project footprint would be surveyed by an Acceptable Biologist. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a 500-foot buffer around the active nest to ensure that nesting behavior is not adversely affected by the construction activity. The buffer would be staked and flagged and signed for exclusion of construction activity. No construction activities would be permitted within the buffer until the young are no longer dependent on the nest. In coordination with CDFW, the no work buffer can be reduced depending on the behavior of the Golden Eagle, Cooper's Hawk, Ferruginous Hawk, California Horned Lark, Vesper Sparrow, Yellow Warbler, and Least Bell's Vireo topography, existing vegetation, human development, and land uses in an area.</p> <p>It is recommended that a biological monitor be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the</p>	<p>Outside of active breeding season / prior to construction</p>	<p>County to retain qualified biologist if construction occurs during breed season.</p>	<p>County and Qualified Biologist</p>						
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BIO-5	Section 3.4.3	<p>nest becomes inactive under natural conditions, construction activities may resume within the buffer area.</p> <p>The Project has been designed to avoid direct construction impacts to special-status plant communities by staying within previously disturbed areas. Avoidance and minimization measures shall be included in the Project specifications for implementation during construction to further reduce the potential for any temporary, indirect impacts to occur to these communities during construction activities, including the following:</p> <ul style="list-style-type: none"> • Trash and other debris shall be properly disposed of and not left on-site in areas where it could fall into protected habitat. • Project boundaries shall be clearly marked with fencing, or other suitable type of marking material as directed by a qualified biologist. • Vehicles and other Project construction personnel shall stay within these delineated Project boundaries. • Sensitive areas (i.e., jurisdictional drainage features, Public/Quasi-Public Lands, southern cottonwood willow riparian forest) in proximity to the construction footprint shall be clearly marked, with fencing or other suitable type of marking material as directed by a qualified biologist, for awareness and avoidance. • Refueling, washing, or other vehicular maintenance activities shall occur a minimum of 100 feet away from riparian areas, including southern cottonwood willow riparian forest habitat. • Equipment would be maintained and checked at least on a daily basis for leaks. • All vehicles leaks or other hazardous material leaks shall be contained and cleaned up immediately. All contaminated soil shall be removed from the site and disposed of properly. 	During construction	County to review plans to verify incorporation of this measure. County and/or qualified biologist to conduct site inspections to ensure compliance with this measure.	County, Qualified Biologist, and Construction Contractor		

BIO-6	Section 3.4.3	<p>During soil excavation, grading, or other subsurface disturbance within 100 feet of conserved riparian/riverine habitat on-site, the construction contractor shall supervise provision and maintenance of all standard dust control best management practices (BMPs) to reduce fugitive dust emissions, including but not limited to the following actions:</p> <ul style="list-style-type: none"> Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water shall be applied at a frequency to be determined by the on-site construction superintendent. Pave, periodically water, or apply chemical stabilizer to construction access/egress points. Minimize the amount of area disturbed by clearing, grading, earthmoving, or excavation operations at all times. Operate all vehicles on graded areas at speeds less than 15 miles per hour. Cover all stockpiles that would not be utilized within three days with plastic or equivalent material, to be determined by the on-site construction superintendent, or spray them with a non-toxic chemical stabilizer. 	During construction	County and/or qualified biologist to conduct site inspections to ensure compliance with this measure.	County, Qualified Biologist, and Construction Contractor
BIO-7	Section 3.4.3	<p>The on-site construction contractor shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction noise shall be included in contractor specifications and include, but not be limited to, the following:</p> <ul style="list-style-type: none"> Properly outfit and maintain construction equipment with manufacturer-recommended noise-reduction devices to minimize construction-generated noise. Operate all diesel equipment with closed engine doors and equip with factory-recommended mufflers. 	During construction	County and/or qualified biologist to conduct site inspections to ensure compliance with this measure.	County, Qualified Biologist, and Construction Contractor

BIOLOGICAL	Mitigation Measure	Implementation	Responsible Party	Frequency
BIO-8	<ul style="list-style-type: none"> Use electrical power, when feasible, to operate air compressors and similar power tools. Employ additional noise attenuation techniques, as needed, to reduce excessive noise levels within conserved Riparian/ Riverine Habitat on-site, such as placement of temporary sound barriers or sound blankets at the top of slope adjacent to these areas. Locate construction staging areas at least 100 feet from jurisdictional areas. 	During construction	County, Qualified Biologist, and Construction Contractor	
BIO-9	<p>To avoid light spillover into the adjacent conserved riparian/riverine habitat on-site, any proposed lighting fixtures within 100 feet of these areas shall incorporate internal baffles to direct the light towards the ground and shall have a zero side-angle cut-off to the horizon. All lighting and fencing for infrastructure adjacent to jurisdictional areas shall be designed or reviewed by a qualified biologist to allow wildlife to move without hindrance.</p> <p>To address potential short-term impacts to water quality within the on-site drainages from construction runoff that may carry storm water pollutants, a Storm Water Pollution Prevention Program (SWPPP) shall be implemented by the construction contractor as required by the California General Construction Storm Water Permit pursuant to the RWQCB regulations. The SWPPP shall identify BMPs related to the control of toxic substances, including construction fuels, oils, and other liquids. These BMPs would be implemented by the construction contractor prior to the start of any ground clearing activity, shall be subject to periodic inspections by the County and the Project's hydrological consultant, shall be maintained throughout the construction period and remain in place until all landscape and permanent BMPs are in place. BMPs shall be monitored and repaired if necessary to ensure maximum erosion, sediment, and pollution control.</p> <ul style="list-style-type: none"> The County shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting 	During construction	County, Qualified Biologist, and Construction Contractor	

		<p>(erosion control matting) or similar material, within and adjacent to CDFW jurisdictional areas.</p> <ul style="list-style-type: none"> All fiber rolls¹, straw wattles, and/or hay bales utilized within and adjacent to the Project site shall be free of non-native plant materials. Permittee shall comply with all litter and pollution laws. All contractors, subcontractors, and employees shall also obey these laws and it shall be the responsibility of Permittee to ensure compliance. Water containing mud, silt, or other pollutants from grading, aggregate washing, or other activities shall not be allowed to enter a lake, streambed, or flowing stream or be placed in locations that may be subjected to high storm flows. Spoil sites shall not be located within a lake, streambed, or flowing stream or locations that may be subjected to high storm flows, where spoil shall be washed back into a lake, streambed, or flowing stream where it would impact streambed habitat and aquatic or riparian vegetation. Raw cement/concrete or washings thereof, asphalt, paint, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to fish and wildlife resources resulting from Project related activities shall be prevented from contaminating the soil and/or entering the waters of the State. These materials, placed within or where they may enter a lake, streambed, or flowing stream by Permittee or any party working under contract or with the permission of Permittee, shall be removed 					
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¹ Fiber rolls or erosion control mesh shall be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber, or other products without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.

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		APPLICABILITY OF MEASURE		RESPONSIBLE PARTY		INITIAL DATE		REMARKS		
BIO-10	Section 3.4.3	<p>The following measures shall also be incorporated into the construction documents and specifications, and implemented by the contractor, to avoid potential construction-related impacts to conserved riparian/riverine habitat outside of the approved disturbance limits:</p> <ul style="list-style-type: none"> • Construction worker training shall be provided by a qualified biologist at the first on-site construction meeting; • Project boundaries shall be clearly marked and / or signs shall be erected near the top of slope adjacent to conserved riparian/riverine habitat to prevent accidental/unauthorized intrusions during construction; • No equipment shall be operated in areas of flowing water; and • Staging areas for storage of materials and heavy equipment, and for fueling, cleaning, or maintenance of construction vehicles or equipment, shall be prohibited within 20 feet 	During construction	County to review plans to verify incorporation of this measure. County and/or qualified biologist to conduct site inspections to ensure compliance with this measure.	County, Qualified Biologist, and Contractor					
		<p>immediately.</p> <ul style="list-style-type: none"> • No equipment maintenance shall be done within or near any lake, streambed, or flowing stream where petroleum products or other pollutants from the equipment may enter these areas under any flow. • No broken concrete, cement, debris, soil, silt, sand, bark, slash, sawdust, rubbish, or washings thereof, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into waters of the State. When operations are completed, any excess materials or debris shall be removed from the work area. No rubbish shall be deposited within 150 feet of the high water mark of any lake, streambed, or flowing stream. 								

		from the top of slope adjacent to conserved riparian/riverine habitat.						
BIO-11	Section 3.4.3	<p>The Project shall incorporate special edge treatments along the western segment of the trail between Normandy Road and Interstate 215 designed to minimize edge effects by providing a safe transition between developed areas and conserved riparian/riverine habitat as identified in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and which would be compatible with Project operation and the protection and sustainability of conserved areas. The following special edge treatments are applicable to the Project, and shall be implemented:</p> <p>a) The Project is required to stage construction vehicles and equipment outside of the limits of California Department of Fish and Wildlife jurisdictional streambed and riparian/riverine habitat, Public/Quasi Public lands, and MSHCP Conservation Areas to the maximum feasible distance;</p> <p>b) Silt fence shall be installed, demarcating the Project footprint, where the proposed trail will impact Salt Creek, Sun City Channel, Drainage 1, and Drainage 2 to ensure no additional impacts to the jurisdictional features occur;</p> <p>c) Construction-related noise shall not exceed residential noise standards as set forth in the City of Merilee Noise Ordinance; and</p> <p>d) Any manufactured slopes shall be kept within the boundaries of the Project footprint and not encroach into California Department of Fish and Wildlife (CDFW) jurisdictional streambed limits beyond the limits for which permit approval has been obtained from CDFW for the Project.</p>	During construction	County and/or qualified biologist to conduct site inspections to ensure compliance with this measure.	County, Qualified Biologist and Construction Contractor			
BIO-12	Section 3.4.3	<p>The Project will result in approximately 0.06 acre of permanent and 0.03 acre of temporary impacts to U.S. Army Corps of Engineers (Corps) and Regional Water Quality Control Board (RWQCB) non-wetland waters,</p>	During construction	County and/or qualified biologist to conduct site inspections to	County, Qualified Biologist and Construction Contractor			

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		Region	Initial	Date	Comments
		and approximately 1.05 acres of permanent and 0.62 acre of temporary impacts to California Department of Fish and Wildlife (CDFW) jurisdictional streambed. Permanent impacts to regulated jurisdictional waters will be mitigated at a ratio of 3:1 and temporary impacts will be mitigated at a ratio of 2:1, for a total of 4.39 acres of compensatory mitigation to satisfy requirements related to impacts to waters subject to the jurisdiction of the Corps, RWQCB, and CDFW. Compensatory mitigation will be implemented through restoration of a total of 4.39 acres of habitat on Assessor Parcel Number 310-240-012 owned by the Western Riverside Regional Conservation Authority (RCA). A Habitat Mitigation and Monitoring Plan (H MMP) will be prepared and approved by RCA, RWQCB, and CDFW prior to initiating Project construction – the H MMP will provide detailed direction regarding implementation and maintenance of the referenced compensatory mitigation as agreed upon by RCA, RWQCB, and CDFW.			
		In addition, the riparian/riverine habitat that would be temporarily impacted by Project construction-related activities would be restored to current conditions as soon as possible after construction is completed. All plant species installed within the temporarily disturbed areas shall include only local California native seeds, and shall be typical of the existing native plant species present in the riparian/riverine areas within and adjacent to the Project site. It is recommended that plant material be installed between October 1 and April 30 to maximize the benefits of the winter rainy season.			
BIO-13	Section 3.4.3	A Worker Environmental Awareness Program shall be conducted prior to the start of construction, to educate construction personnel regarding existing on-site and surrounding biological resources, environmental laws and regulations governing those resources that must be complied with, and measures that must be implemented to protect these resources focusing on the avoidance and minimization of impacts to nesting birds during	Prior to construction	County to retain a qualified biologist to conduct training.	County and Qualified Biologist

CULTURAL AND HISTORICAL RESOURCES							
		construction.					
CUL-1	Section 3.5.3	<p>If archaeological resources are inadvertently encountered during construction, the County-appointed archaeological and/or Tribal monitor shall:</p> <ul style="list-style-type: none"> • Halt all work within a 60-foot radius and shall immediately inform the Resident Engineer. • Following notification, the archaeologist will make a preliminary assessment of the discovery to determine whether the find is an isolated artifact or recent deposit. If the find is determined to be isolated or recent, construction will be allowed to resume. • Should the monitor(s) determine the discovery is potentially significant, the monitor(s) will evaluate the discovery and if necessary, formulate appropriate mitigation measures after consultation with the County. • If the discovery contains Native American archaeological resources, all Native American tribes and individuals who requested to be contacted, shall be contacted and informed of the discovery. The archaeological resource discovery, including human remains, shall not be disturbed (i.e., photographed, videoed, or moved) until fully assessed by the archaeological monitor and/or tribal monitor. Additionally, if prehistoric or historic-era archaeological resources are encountered anywhere during project construction when no archaeologist is present, construction personnel encountering the resource must halt within a 60-foot radius until the monitor(s) can evaluate the nature and significance of the find and formulate appropriate evaluation and/or mitigation measures. 	During construction	The County-appointed archaeological and/or Tribal monitor will adhere to the requirements outlined in this measure should archaeological resources be inadvertently encountered during construction.	County-appointed archaeological and/or Tribal monitor		

HAZARDOUS MATERIALS							
CUL-2	Section 3.5.3	Should the deposit contain Native American resources, all interested Native American parties must be first consulted as to how the deposit and any associated artifacts and features should be treated. Once the County archaeologist and/or tribal monitor have determined that the archaeological deposit has been sufficiently documented, recovered/removed, and concluded that further construction activities would not impact additional archaeological deposits in the immediate area, construction activity can resume in that area.	During construction	The County-appointed archaeological and/or Tribal monitor will adhere to the requirements outlined in this measure should human remains be inadvertently encountered during construction.	County-appointed archaeological and/or Tribal monitor		
HAZ-1	Section 3.8.3	Should construction activities result in the disturbance of traffic striping materials (western segment only), the generated wastes shall be disposed of at an appropriate, permitted disposal facility as determined by a lead specialist. A Debris Containment Work Plan (DCWP) and a Lead Compliance Plan (LCP) would be prepared by the Contractor prior to site disturbance activities in order to address the special handling and/or waste management when existing traffic stripe/pavement marking are removed. The plans should be consistent with the California Department of	During construction	Should traffic striping materials be disturbed, a Debris Containment Work Plan and a Lead Compliance Plan will be prepared by the contractor.	County and Construction Contractor		

HAZ-2	Section 3.8.3	<p>Transportation standard provisions for the removal of existing traffic stripe/pavement marking.</p> <p>If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:</p> <ul style="list-style-type: none"> • Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area; • Notify the Riverside County Transportation Department Engineer; • Secure the area as directed by the County Engineer; and • Notify the Riverside County Department of Environmental Health's Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the County Engineer). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required. 	During construction	<p>If unknown wastes are discovered during construction the contractor will follow the requirements identified in this measure.</p>	County and Construction Contractor
NOISE					
NOI-1	Section 3.12.3	<p>Prior to initiation of construction, the County of Riverside shall ensure that the following measures are incorporated into construction contract documents:</p> <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • A construction notice shall be mailed to residents within a 150-foot radius of the Project and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. • Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, schools, etc.). 	Prior to construction	<p>County to verify site plans to ensure incorporation prior to construction. Site inspections during construction to ensure compliance with this measure.</p>	County and Construction Contractor

		Timing of Implementation	Method of Implementation	Responsible Party			
		<ul style="list-style-type: none"> During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. Construction equipment staging areas shall be located away from adjacent sensitive receptors. 					
TRANSPORTATION/TRAFFIC							
TRAFFIC-1	Section 3.16.3	<p>Prior to Project construction, RCTD shall incorporate special provisions for the Traffic Control System into the Project specifications. The Traffic Control System would detail requirements for the construction contractor including but not limited to the following: (1) prior to construction, detailed traffic control plans would be prepared by a registered civil engineer in the state of California and would be submitted by the contractor to RCTD for review and approval; (2) traffic control plans would be prepared in accordance with the California Manual of Uniform Traffic Control Devices (CA-MUTCD) and Work Area Traffic Control Handbook (WATCH); (3) traffic control measures would be implemented to maintain traffic flow for property owners, businesses, and emergency service providers by maintaining a minimum of one traffic lane open at all times, including the use of flagmen as required; (4) the contractor would be responsible for advanced notification and coordination with property owners; (5) the location of parking for construction workers during construction phases shall be on public streets or designated construction staging areas; (6) lane closures would require prior approval by the RCTD; (7) no detour would be permitted; and (8) daily working hours would be Monday through Friday, except County and City holidays, between the hours of 7am and 6pm unless otherwise approved by the RCTD.</p>	Prior to construction	County will approve the Traffic Control Plan that addresses the requirements identified in this measure.	County and Construction Contractor		
TRIBAL CULTURAL RESOURCES							
TRBL-1	Section 3.17.3	<p>Prior to ground disturbance work associated with the Project, the County shall notify the Pechanga Band of Luiseño Indians (Pechanga) of the Project grading schedule and coordinate with the Tribe to develop a</p>	Prior to construction/ During construction	County to notify the Pechanga Tribe of Project grading schedule and	County and Native American Monitors		

		<p>Tribal Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional American Tribal monitors during grading, excavation, and ground disturbing activities; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains on the site. A Tribal monitor(s) shall be present for all ground disturbing activities associated with construction of the eastern trail segment along State Street north of Heshmet Street. In addition, a Tribal monitor shall be present during all ground disturbing activities associated with construction of the western trail segment under the Interstate 215 freeway.</p>		<p>develop a Tribal Cultural Resources Treatment and Monitoring Agreement in coordination with Pecharanga Tribe.</p>			
<p>TRBL-2</p>	<p>Section 3.17.3</p>	<p>Archaeological Monitoring: At least 30 days prior to any ground disturbing activities on the site taking place, the Riverside County Transportation Department shall retain a Secretary of Interior Standards qualified archaeological monitor and a tribal monitor from the Soboba Band of Luiseno Indians (Soboba) to monitor all sensitive areas within known cultural resource boundaries and areas where excavations are expected to exceed 12 inches in depth in an effort to identify any unknown archaeological resources.</p> <p>1. The Project Archaeologist, in consultation with interested tribes, the and Riverside County Transportation Department, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:</p> <ul style="list-style-type: none"> a) Project grading and development scheduling; b) The development of a schedule in coordination with the Riverside County Transportation Department and the Project 	<p>Prior to construction/ During construction</p>	<p>County to retain a Secretary of Interior Standards qualified archaeological monitor and a tribal monitor from the Soboba Band of Luiseno Indians, and also develop an Archaeological Monitoring Plan in coordination with the Soboba Band of Luiseno Indians, 30 days prior to ground disturbing activities on the site taking place.</p>	<p>County, Secretary of Interior Standards qualified archaeological monitor, and Soboba Band of Luiseno Indians tribal monitor.</p>		

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		VERIFICATION OF COMPLIANCE	
Activity	Location	Initials	Date
Archeologist for designated Tribal Monitors from the Soboba during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Soboba's Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;			
c) Plan for the controlled grading within 50 feet of the boundaries of CA-RV-1162/H and CA-RV-6875. Grading within 50-feet of these sites shall be conducted using controlled grading techniques. Large indiscriminate grading equipment shall not be used, and the controlled grading technique shall be reviewed by the Project Archeologist, in consultation with the Soboba and the Riverside County Transportation Department. The archeologist and the Soboba Tribal Monitors shall ensure that the grading efforts in these areas are conducted in a manner that allows for the identification of subsurface cultural resources. Any resources observed shall be addressed in accordance with the below-listed mitigation measure TRBL-4;			
d) The determination by the project archeologist, Riverside County Transportation Department and Soboba Tribal Monitors as to which features of sites CA-RV-1162/H, can be successfully relocated to locations onsite that will be mutually agreed upon. The relocated features will be placed in an area that will be preserved in perpetuity, so that no future disturbances will occur; and			
e) The protocols and stipulations that the Riverside County Transportation Department, the Soboba and Project			

		archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.						
TRBL-3	Section 3.17.3	<p>Prior to Construction Permit Issuance: If there are any changes to Project site design and/or proposed grades, the Riverside County Transportation Department shall contact the Soboba to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the Riverside County Transportation Department and the Soboba to discuss the proposed changes and to review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project. The Riverside County Transportation Department will make all attempts to avoid and/or preserve in place as many as possible of the cultural resources located on the Project site if the site design and/or proposed grades should be revised in consultation with the Riverside County Transportation Department. In specific circumstances where existing and/or new resources are determined to be unavoidable and/or unable to be preserved in place despite all feasible alternatives, the Riverside County Transportation Department shall make every effort to relocate the resource to a nearby open space or designated location on the property that is not subject to any future development, erosion or flooding.</p>	Prior to construction	County to notify the Soboba Band of Luiseno Indians if there are any changes to the Project site design and/or proposed grades to coordinate regarding the proposed changes and to review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project.	County and Soboba Band of Luiseno Indians			
TRBL-4	Section 3.17.3	<p>Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <p>2. Temporary Curation and Storage: During the</p>	During construction	The County-appointed archaeological and/or Tribal monitor will adhere to the requirements outlined in this measure should Native American cultural resources be inadvertently	County and Soboba Band of Luiseno Indians			

SALT CREEK TRAIL PROJECT
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Activity	Responsible Party	Start Date	End Date	Remarks
	<p>course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with Soboba Tribal monitor oversight of the process; and</p> <p>3. Treatment and Final Disposition: The Riverside County Transportation Department shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Riverside County Transportation Department shall relinquish the artifacts through one or more of the following methods and provide evidence of same:</p> <ul style="list-style-type: none"> a) Accommodate the process for on-site reburial of the discovered items with the Soboba. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging and basic recordation have been completed; b) A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; c) For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of 	encountered during construction.		

	<p>d) cultural materials, they shall be curated at the Western Science Center by default; and At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the Riverside County Transportation Department documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the Riverside County Transportation Department, Eastern Information Center and the Soboba.</p>							

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APPENDIX C
AIR QUALITY/GREENHOUSE GAS EMISSIONS INPUT/OUTPUT
MODELING DATA

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**Parenthetical CALEEMOD Assumptions
For: Salt Creek Trail
Date: January 2016**

CONSTRUCTION

Grading 1 (2018 – 2019)

- 7,200 cubic yards of cut and 6,100 cubic yards of fill.
- 109 days.

Equipment:

Quantity	Type	Hours of Daily Operation
1	Grader	8
1	Roller	8

Grading 2 (2019)

- 3,800 cubic yards of cut and 5,800 cubic yards of fill.
- 109 days.

Equipment:

Quantity	Type	Hours of Daily Operation
1	Scraper	8

Paving (2018 – 2019)

- 218 days.

Equipment:

Quantity	Type	Hours of Daily Operation
1	Paving Equipment	8
2	Rollers	8
2	Tractors/Loaders/Backhoes	8

Salt Creek Trail Project

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Use	Size	Metric	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	15.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	10			Operational Year	2019

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Proposed Project

Construction Phase - Proposed Schedule

Off-road Equipment - Proposed Construction Equipment

Off-road Equipment - Proposed Equipment

Grading - Proposed Cut and Fill Volumes

Construction Off-road Equipment Mitigation - Per SCAQMD

Off-road Equipment - Proposed Equipment

Off-road Equipment - Proposed Equipment

Trips and VMT -

Table Name	ColumnName	DefaultValue	New Value
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tblConstDustMitigation	CleanPavedRoadPctReduction	0	26
tblConstructionPhase	NumDays	30.00	109.00
tblConstructionPhase	NumDays	20.00	218.00
tblConstructionPhase	NumDays	30.00	109.00
tblConstructionPhase	PhaseEndDate	12/31/2019	7/31/2019
tblConstructionPhase	PhaseEndDate	12/31/2019	7/31/2019
tblConstructionPhase	PhaseStartDate	3/1/2019	10/1/2018
tblConstructionPhase	PhaseStartDate	8/1/2019	3/1/2019
tblConstructionPhase	AcresOfGrading	54.50	8.25
tblGrading	AcresOfGrading	109.00	7.00
tblGrading	MaterialExported	0.00	6,100.00
tblGrading	MaterialExported	0.00	5,800.00
tblGrading	MaterialImported	0.00	7,200.00
tblGrading	MaterialImported	0.00	3,800.00
tblLandUse	LotAcreage	0.00	15.00
tblOffRoadEquipment	HorsePower	80.00	174.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2019

2.0 Emissions Summary

Construction Phase

Item	Start Date	End Date	Days	Hours	Acres	sqft
1 Grading 1	10/1/2018	2/28/2019	5	109		
2 Paving	10/1/2018	7/31/2019	5	218		
3 Grading 2	3/1/2019	7/31/2019	5	109		

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Item	Equipment	Days	Hours	Acres	sqft
Grading 1	Excavators	0	8.00	162	0.38
Grading 1	Graders	1	8.00	174	0.41
Grading 1	Rollers	1	8.00	174	0.41
Grading 1	Rubber Tired Dozers	0	8.00	255	0.40
Grading 1	Scrapers	0	8.00	361	0.48
Grading 1	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Pavers	0	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading 2	Excavators	0	8.00	162	0.38
Grading 2	Graders	0	8.00	174	0.41
Grading 2	Rubber Tired Dozers	0	8.00	255	0.40
Grading 2	Scrapers	1	8.00	361	0.48
Grading 2	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Hauling	0.1091	1.5957	1.3779	4.8000e-003	0.1701	0.0256	0.1957	0.0450	0.0236	0.0666	469.0075	469.0075	3.5100e-003	469.0811
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0172	0.0234	0.2440	6.6000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152	51.6393	51.6393	2.6100e-003	51.6941
Total	0.1263	1.6191	1.6219	5.4600e-003	0.2260	0.0261	0.2521	0.0598	0.0240	0.0838	520.6467	520.6467	6.1200e-003	520.7752

Mitigated Construction On-Site

Fugitive Dust					0.0343	0.0000	0.0343	3.7100e-003	0.0000	3.7100e-003	0.0000	0.0000		0.0000
Off-Road	1.1659	12.3129	8.3779	0.0123		0.6624	0.6624		0.6002	0.6002	0.0000	1,242.5664	1,242.5664	0.3868
Total	1.1659	12.3129	8.3779	0.0123	0.0343	0.6624	0.6667	3.7100e-003	0.6002	0.6039	0.0000	1,242.5664	1,242.5664	0.3868

Mitigated Construction Off-Site

Hauling	0.1091	1.5957	1.3779	4.8000e-003	0.1701	0.0256	0.1957	0.0450	0.0236	0.0666	469.0075	469.0075	3.5100e-003	469.0811
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0172	0.0234	0.2440	6.6000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152	51.6393	51.6393	2.6100e-003	51.6941

Total	0.1263	1.6191	1.6219	5.4600e-003	0.2260	0.0261	0.2521	0.0698	0.0240	0.0838	520.6467	520.6467	6.1200e-003	520.7752
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3.2 Grading 1 - 2019

Unmitigated Construction On-Site

	01	02	03	04	05	06	07	08	09	10	11	12	13	14
Fugitive Dust	0.0803	0.0000	0.0803	8.6700e-003	0.0000	8.6700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793	0.5793	0.5330	0.5330	0.5330	1.222.3567	1.222.3567	0.3867	1.230.4782
Total	1.0565	10.9628	8.2896	0.0123	0.0803	0.5793	0.6596	8.6700e-003	0.5330	0.5417	1.222.3567	1.222.3567	0.3867	1.230.4782

Unmitigated Construction Off-Site

	01	02	03	04	05	06	07	08	09	10	11	12	13	14
Hauling	0.1060	1.4917	1.3551	4.7500e-003	0.2464	0.0256	0.2720	0.0637	0.0236	0.0873	459.8631	459.8631	3.4900e-003	459.9363
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0158	0.0215	0.2236	6.6000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0152	49.6733	49.6733	2.4400e-003	48.7247
Total	0.1218	1.5131	1.5787	5.4600e-003	0.3023	0.0261	0.3284	0.0785	0.0240	0.1026	509.5364	509.5364	5.9300e-003	509.6610

Mitigated Construction On-Site

	Off-Road	Paving	Total																	
1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	0.0000	0.0000	0.0000	0.0000	1.557157	6	1.557157	1.5571576	0.4848	0.4848	1.5673376	0.0000	
0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	0.0000	0.0000	0.0000	0.0000	1.557157	6	1.557157	1.5571576	0.4848	0.4848	1.5673376	0.0000	

Unmitigated Construction Off-Site

	Hauling	Vendor	Worker	Total																
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0446	0.0609	0.6344	1.7200e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396	134.2621	6	134.2621	134.2621	6.7900e-003	6.7900e-003	134.4047	134.4047	134.4047	134.4047	
0.0446	0.0609	0.6344	1.7200e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396	134.2621	6	134.2621	134.2621	6.7900e-003	6.7900e-003	134.4047	134.4047	134.4047	134.4047	
0.0446	0.0609	0.6344	1.7200e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396	134.2621	6	134.2621	134.2621	6.7900e-003	6.7900e-003	134.4047	134.4047	134.4047	134.4047	

Mitigated Construction On-Site

	Off-Road	Paving	Total																	
1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	0.0000	0.0000	0.0000	0.0000	1.557157	6	1.557157	1.5571576	0.4848	0.4848	1.5673376	0.0000	
0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	0.0000	0.0000	0.0000	0.0000	1.557157	6	1.557157	1.5571576	0.4848	0.4848	1.5673376	0.0000	

Activity	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount
Hauling		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000
Vendor		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000
Worker		0.0410	0.0558	0.5814		1.7200e-003	0.1453	1.1200e-003		0.1464	0.0385	1.0400e-003		0.0396	129.1507	129.1507		6.3600e-003	129.2842	129.2842
Total		0.0410	0.0558	0.5814		1.7200e-003	0.1453	1.1200e-003		0.1464	0.0385	1.0400e-003		0.0396	129.1507	129.1507		6.3600e-003	129.2842	129.2842

Mitigated Construction On-Site

Activity	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount
Off-Road		1.1284	11.3789	10.9051		0.0155	0.7170	0.7170		0.6596	0.6596	0.0000		1.531.659	1.531.6596	0.4846		1.541.8362	1.541.8362	0.0000
Paving		0.0000				0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000
Total		1.1284	11.3789	10.9051		0.0155	0.7170	0.7170		0.6596	0.6596	0.0000		1.531.659	1.531.6596	0.4846		1.541.8362	1.541.8362	0.0000

Mitigated Construction Off-Site

Activity	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount	Unit	Rate	Quantity	Amount
Hauling		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000
Vendor		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000
Worker		0.0410	0.0558	0.5814		1.7200e-003	0.1453	1.1200e-003		0.1464	0.0385	1.0400e-003		0.0396	129.1507	129.1507		6.3600e-003	129.2842	129.2842
Total		0.0410	0.0558	0.5814		1.7200e-003	0.1453	1.1200e-003		0.1464	0.0385	1.0400e-003		0.0396	129.1507	129.1507		6.3600e-003	129.2842	129.2842

Total	0.0410	0.0568	0.5614	1.7200e-003	0.1463	1.1200e-003	0.1464	0.0386	1.0400e-003	0.0396	129.1507	129.1507	6.3600e-003	129.2842
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3.4 Grading 2 - 2019

Unmitigated Construction On-Site

	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Fugitive Dust														
Off-Road	1.0479	12.7027	7.9296	0.0149	0.0681	0.0000	0.0681	7.3500e-003	0.0000	7.3500e-003	0.4579	0.4579	1.475.294	1.475.2944
Total	1.0479	12.7027	7.9296	0.0149	0.0681	0.4977	0.5658	7.3500e-003	0.4679	0.4663	1.475.294	1.475.2944	0.4668	1.485.0965

Unmitigated Construction Off-Site

	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Hauling	0.0853	1.2004	1.0905	3.8500e-003	0.0916	0.0206	0.1123	0.0251	0.0190	0.0441	370.0865	370.0865	2.8100e-003	370.1454
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4700e-003	0.0129	0.1342	4.0000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003	29.8040	29.8040	1.4700e-003	29.8346
Total	0.0948	1.2133	1.2247	4.2500e-003	0.1262	0.0209	0.1460	0.0340	0.0192	0.0632	399.8905	399.8905	4.2800e-003	399.9802

Mitigated Construction On-Site

	SO2	Fugitive PM10	Exhaust PM10	Fugitive PM2.5	Exhaust PM2.5	Fugitive PM2.5 Total	Exhaust PM2.5 Total	Site CO2	Mobile CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust		0.0291	0.0000	0.0291	3.1400e-003	0.0000	3.1400e-003			0.0000			0.0000
Off-Road	1.0479	12.7027	7.9296	0.0149	0.4977	0.4977	0.4579	0.0000	1,475,294	1,475,294	0.4668		1,485,0965
Total	1.0479	12.7027	7.9296	0.0149	0.4977	0.4579	0.4611	0.0000	1,475,294	1,475,294	0.4668		1,485,0965

Mitigated Construction Off-Site

	SO2	Fugitive PM10	Exhaust PM10	Fugitive PM2.5	Exhaust PM2.5	Fugitive PM2.5 Total	Exhaust PM2.5 Total	Site CO2	Mobile CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0853	1.2004	1.0905	3.8500e-003	0.0916	0.0206	0.1123	0.0251	0.0190	0.0441			370.1454
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Worker	9.4700e-003	0.0129	0.1342	4.0000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003			29.8348
Total	0.0948	1.2133	1.2247	4.2500e-003	0.1252	0.0209	0.1460	0.0340	0.0192	0.0532			399.9802

Salt Creek Trail Project
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

User Defined Industrial	User Defined Unit	User Defined Area	User Defined Population
0.00		15.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	10			Operational Year	2019

Utility Company Southern California Edison

CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Proposed Project

Construction Phase - Proposed Schedule

Off-road Equipment - Proposed Construction Equipment

Off-road Equipment - Proposed Equipment

Grading - Proposed Cut and Fill Volumes

Construction Off-road Equipment Mitigation - Per SCAQMD

Off-road Equipment - Proposed Equipment

Off-road Equipment - Proposed Equipment

Trips and VMT -



tblConstructionPhase	CleanPavedRoadPercentReduction	0	26
tblConstructionPhase	NumDays	30.00	109.00
tblConstructionPhase	NumDays	20.00	218.00
tblConstructionPhase	NumDays	30.00	109.00
tblConstructionPhase	PhaseEndDate	12/31/2019	7/31/2019
tblConstructionPhase	PhaseStartDate	12/31/2019	7/31/2019
tblConstructionPhase	PhaseStartDate	3/1/2019	10/1/2018
tblConstructionPhase	PhaseStartDate	8/1/2019	3/1/2019
tblGrading	AcresOfGrading	54.50	8.25
tblGrading	AcresOfGrading	109.00	7.00
tblGrading	MaterialExported	0.00	6,100.00
tblGrading	MaterialExported	0.00	5,800.00
tblGrading	MaterialImported	0.00	7,200.00
tblGrading	MaterialImported	0.00	3,800.00
tblLandUse	LotAcreage	0.00	15.00
tblOffRoadEquipment	HorsePower	80.00	174.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2019

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	PM10	PM2.5	CO	NOx	SO2	CH4	N2O	CO2e							
2018	26,794.3	21,570.4	0.0352	0.4516	1.5236	1.9751	0.1070	1,401.7	1,508.7	0.0000	3,468,117	3,468,117.2	0.8845	0.0000	3,486,690.7
2019	25,302.9	21,244.8	0.0365	0.5279	1.3235	1.8513	0.1257	1,217.6	1,343.3	0.0000	3,547,481	3,547,481.8	0.9620	0.0000	3,567,682.8
Total	52,097.3	42,815.2	0.0717	0.9794	2,847.0	3,826.4	0.2328	2,619.3	2,852.0	0.0000	7,015,599	7,015,599.0	1.8464	0.0000	7,054,373.6

Mitigated Construction

	PM10	PM2.5	CO	NOx	SO2	CH4	N2O	CO2e							
2018	26,794.3	21,570.4	0.0352	0.4066	1,523.6	1,929.2	0.1020	1,401.7	1,503.7	0.0000	3,468,117	3,468,117.2	0.8845	0.0000	3,486,690.7
2019	25,302.9	21,244.8	0.0365	0.4819	1,323.5	1,805.4	0.1208	1,217.6	1,339.4	0.0000	3,547,481	3,547,481.8	0.9620	0.0000	3,567,682.8
Total	52,097.3	42,815.2	0.0717	0.8875	2,847.0	3,734.5	0.2228	2,619.3	2,842.1	0.0000	7,015,599	7,015,599.0	1.8464	0.0000	7,054,373.6

Percent Reduction	PM10	PM2.5	CO	NOx	SO2	CH4	N2O	CO2e							
0.00	0.00	0.00	0.00	9.38	0.00	2.40	4.27	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase	Phase Type	Start Date	End Date	Start Week	End Week	Start Days	End Days	Phase Description
1	Grading 1	10/1/2018	2/28/2019	5	109			
2	Paving	10/1/2018	7/31/2019	5	218			
3	Grading 2	3/1/2019	7/31/2019	5	109			

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase	Equipment	Start Date	End Date	Start Week	End Week	Start Days	End Days	Phase Description
Grading 1	Excavators			0	8.00	162		0.38
Grading 1	Graders			1	8.00	174		0.41
Grading 1	Rollers			1	8.00	174		0.41
Grading 1	Rubber Tired Dozers			0	8.00	255		0.40
Grading 1	Scrapers			0	8.00	361		0.48
Grading 1	Tractors/Loaders/Backhoes			0	8.00	97		0.37
Paving	Pavers			0	8.00	125		0.42
Paving	Paving Equipment			1	8.00	130		0.36
Paving	Rollers			2	8.00	80		0.38
Paving	Tractors/Loaders/Backhoes			2	8.00	97		0.37
Grading 2	Excavators			0	8.00	162		0.38
Grading 2	Graders			0	8.00	174		0.41
Grading 2	Rubber Tired Dozers			0	8.00	255		0.40
Grading 2	Scrapers			1	8.00	361		0.48
Grading 2	Tractors/Loaders/Backhoes			0	8.00	97		0.37

Trips and VMT

Category	lb/day										lb/day			
	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	CO2	CH4	N2O	CO2e
Hauling	0.1041	1.5401	1.1904	4.8100e-003	0.1701	0.0256	0.1957	0.0450	0.0233	0.0685	470.1255	470.1255	3.4600e-003	470.1981
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0169	0.0213	0.2667	7.1000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152	55.0744	55.0744	2.6100e-003	55.1292
Total	0.1210	1.5615	1.4570	5.5200e-003	0.2260	0.0260	0.2520	0.0598	0.0239	0.0838	525.1998	525.1998	6.0700e-003	525.3273

Mitigated Construction On-Site

Category	lb/day										lb/day			
	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	CO2	CH4	N2O	CO2e
Fugitive Dust					0.0343	0.0000	0.0343	3.7100e-003	0.0000	3.7100e-003				0.0000
Off-Road	1.1659	12.3129	8.3779	0.0123		0.6524	0.5524		0.6002	0.6002	1,242.5664	1,242.5664	0.3868	1,230.6896
Total	1.1659	12.3129	8.3779	0.0123	0.0343	0.6524	0.5867	3.7100e-003	0.6002	0.6039	0.0000	1,242.5664	0.3868	1,250.6896

Mitigated Construction Off-Site

Category	lb/day										lb/day			
	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	CO2	CH4	N2O	CO2e
Hauling	0.1041	1.5401	1.1904	4.8100e-003	0.1701	0.0256	0.1957	0.0450	0.0233	0.0685	470.1255	470.1255	3.4600e-003	470.1981
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0169	0.0213	0.2667	7.1000e-004	0.0559	4.4000e-004	0.0563	0.0148	4.0000e-004	0.0152	55.0744	55.0744	2.6100e-003	55.1292

Total	0.1210	1.5615	1.4670	5.5200e-003	0.2260	0.0260	0.2620	0.0598	0.0239	0.0838	525.1998	525.1998	6.0700e-003	525.3273
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3.2 Grading 1 - 2019
Unmitigated Construction On-Site

	NO _x	PM ₁₀	PM _{2.5}	VOC	CO	SO ₂	NO ₂	PM ₁₀ eq	PM _{2.5} eq	NO _x eq	CO eq	SO ₂ eq	NO ₂ eq	PM ₁₀ eq
Fugitive Dust														0.0000
Off-Road	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793	8.6700e-003	0.5330	0.5330	1.2223567	0.3867			1.2304782
Total	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793	8.6700e-003	0.5330	0.5330	1.2223567	0.3867			1.2304782

Unmitigated Construction Off-Site

	NO _x	PM ₁₀	PM _{2.5}	VOC	CO	SO ₂	NO ₂	PM ₁₀ eq	PM _{2.5} eq	NO _x eq	CO eq	SO ₂ eq	NO ₂ eq	PM ₁₀ eq
Hauling	0.1014	1.4399	1.1677	4.8000e-003	0.2464	0.0266	0.2720	0.0637	0.0235	0.0873				461.0352
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000
Worker	0.0155	0.0196	0.2451	7.1000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0152				53.0377
Total	0.1169	1.4594	1.4128	5.5100e-003	0.3023	0.0260	0.3283	0.0785	0.0239	0.1026				514.0728

Mitigated Construction On-Site

	PM10	PM2.5	PM10-2.5	PM10 Total	PM2.5 Total	PM10-2.5 Total	SO2	CO	NOx	CO2
Fugitive Dust	0.0343	0.0000	0.0343	3.7100e-003	0.0000	3.7100e-003				0.0000
Off-Road	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793				1.2304782
Total	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793				1.2304782

Mitigated Construction Off-Site

	PM10	PM2.5	PM10-2.5	PM10 Total	PM2.5 Total	PM10-2.5 Total	SO2	CO	NOx	CO2
Hauling	0.1014	1.4399	1.1677	4.8000e-003	0.2464	0.0256	0.2720	0.0637	0.0235	0.0873
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0155	0.0196	0.2451	7.1000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0132
Total	0.1169	1.4594	1.4128	5.5100e-003	0.3023	0.0260	0.3283	0.0785	0.0239	0.1025

3.3 Paving - 2018

Unmitigated Construction On-Site

	PM10	PM2.5	PM10-2.5	PM10 Total	PM2.5 Total	PM10-2.5 Total	SO2	CO	NOx	CO2
Fugitive Dust	0.0343	0.0000	0.0343	3.7100e-003	0.0000	3.7100e-003				0.0000
Off-Road	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793				1.2304782
Total	1.0565	10.9628	8.2896	0.0123	0.5793	0.5793				1.2304782

	1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	1.557157	1.5571576	0.4848	1.5673376
Off-Road	1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	1.557157	1.5571576	0.4848	1.5673376
Paving	0.0000				0.0000	0.0000	0.0000	0.0000		0.0000		0.0000
Total	1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	1.557157	1.5571576	0.4848	1.5673376

Unmitigated Construction Off-Site

	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0439	0.0555	0.6934	1.8400e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396	143.1934	143.3360
Total	0.0439	0.0555	0.6934	1.8400e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396	143.1934	143.3360

Mitigated Construction On-Site

	1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	1.557157	1.5571576	0.4848	1.5673376
Off-Road	1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	1.557157	1.5571576	0.4848	1.5673376
Paving	0.0000				0.0000	0.0000	0.0000	0.0000		0.0000		0.0000
Total	1.2822	12.8646	11.0421	0.0155	0.8440	0.8440	0.7765	0.7765	1.557157	1.5571576	0.4848	1.5673376

Total	0.0404	0.0609	0.6373	1.8400e-003	0.1463	1.1200e-003	0.1464	0.0386	1.0400e-003	0.0396		137.7644	137.7644	6.3600e-003		137.8979
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3.4 Grading 2 - 2019
Unmitigated Construction On-Site

	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Fugitive Dust																
Off-Road	1.0479	12.7027	7.9296	0.0149	0.0681	0.0000	0.0681	7.3500e-003	0.0000	7.3500e-003						
Total	1.0479	12.7027	7.9296	0.0149	0.0681	0.4977	0.5658	7.3500e-003	0.4579	0.4653			1.475.2944	1.475.2944	0.4668	1.485.0965

Unmitigated Construction Off-Site

	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Hauling	0.0816	1.1588	0.9397	3.8600e-003	0.0916	0.0206	0.1122	0.0251	0.0189	0.0440			370.9716	370.9716	2.7700e-003	371.0297
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	9.3200e-003	0.0117	0.1471	4.2000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003			31.7918	31.7918	1.4700e-003	31.8226
Total	0.0909	1.1705	1.0868	4.2800e-003	0.1252	0.0209	0.1460	0.0340	0.0192	0.0632			402.7634	402.7634	4.2400e-003	402.8623

Mitigated Construction On-Site

lb/day											
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0404	0.0509	0.6373	1.8400e-003	0.1453	1.1200e-009	0.1464	0.0385	1.0400e-003	0.0396	137.7644
Total	0.0404	0.0509	0.6373	1.8400e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396	137.7644

Mitigated Construction On-Site

lb/day											
Off-Road	1.1284	11.3789	10.9061	0.0155	0.7170	0.7170	0.6596	0.5596	0.0000	1.531.659	1.531.6596
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.1284	11.3789	10.9061	0.0155	0.7170	0.7170	0.6596	0.5596	0.0000	1.531.659	1.531.6596

Mitigated Construction Off-Site

lb/day											
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0404	0.0509	0.6373	1.8400e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396	137.7644
Total	0.0404	0.0509	0.6373	1.8400e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396	137.7644

Source	PM10				PM2.5				TSP				Total
	PM10	PM2.5	TSP	Total	PM10	PM2.5	TSP	Total	PM10	PM2.5	TSP	Total	
Fugitive Dust													0.0000
Off-Road	1.0479	12.7027	7.9296	0.0149	0.4977	0.4977	0.4977	0.4977	0.4979	0.4979	0.0000	1,475,294	1,485,0965
Total	1.0479	12.7027	7.9296	0.0149	0.4977	0.5269	0.4977	0.4977	0.4979	0.4979	0.0000	1,475,294	1,485,0965

Mitigated Construction Off-Site

Source	PM10				PM2.5				TSP				Total
	PM10	PM2.5	TSP	Total	PM10	PM2.5	TSP	Total	PM10	PM2.5	TSP	Total	
Hauling	0.0816	1.1588	0.9397	3.8600e-003	0.0916	0.0206	0.1122	0.0251	0.0189	0.0440		370.9716	371.0297
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000
Worker	9.3200e-003	0.0117	0.1471	4.2000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		31.7918	31.8226
Total	0.0809	1.1705	1.0868	4.2800e-003	0.1262	0.0209	0.1460	0.0340	0.0192	0.0632		402.7634	402.8523

Salt Creek Trail Project
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Use	Area (Acres)	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	10	Utility Company	Southern California Edison	Operational Year	2019
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
 Land Use - Proposed Project
 Construction Phase - Proposed Schedule
 Off-road Equipment - Proposed Construction Equipment
 Off-road Equipment - Proposed Equipment
 Grading - Proposed Cut and Fill Volumes
 Construction Off-road Equipment Mitigation - Per SCAQMD
 Off-road Equipment - Proposed Equipment
 Off-road Equipment - Proposed Equipment
 Trips and VMT -

Column Name	Default Value	New Value

tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstructionPhase	NumDays	30.00	109.00
tblConstructionPhase	NumDays	20.00	218.00
tblConstructionPhase	NumDays	30.00	109.00
tblConstructionPhase	PhaseEndDate	12/31/2019	7/31/2019
tblConstructionPhase	PhaseStartDate	12/31/2019	7/31/2019
tblConstructionPhase	PhaseStartDate	3/1/2019	10/1/2018
tblConstructionPhase	PhaseStartDate	8/1/2019	3/1/2019
tblGrading	AcresOfGrading	54.50	8.25
tblGrading	AcresOfGrading	109.00	7.00
tblGrading	MaterialExported	0.00	6,100.00
tblGrading	MaterialExported	0.00	5,800.00
tblGrading	MaterialImported	0.00	7,200.00
tblGrading	MaterialImported	0.00	3,800.00
tblLandUse	LotAcreage	0.00	15.00
tblOffRoadEquipment	HorsePower	80.00	174.00
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2019

2.0 Emissions Summary

3.0 Construction Detail

Construction Phase

Item	Start Date	End Date	Quantity	Unit	Rate	Total	Notes
1 Grading 1	10/1/2018	2/28/2019	5	109			
2 Paving	10/1/2018	7/31/2019	5	218			
3 Grading 2	3/1/2019	7/31/2019	5	109			

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating -- sqft)

OffRoad Equipment

Item	Equipment Type	Amount	Hours	Rate	Total	Notes
Grading 1	Excavators	0	8.00	162	0.38	
Grading 1	Graders	1	8.00	174	0.41	
Grading 1	Rollers	1	8.00	174	0.41	
Grading 1	Rubber Tired Dozers	0	8.00	255	0.40	
Grading 1	Scrapers	0	8.00	361	0.48	
Grading 1	Tractors/Loaders/Backhoes	0	8.00	97	0.37	
Paving	Pavers	0	8.00	125	0.42	
Paving	Paving Equipment	1	8.00	130	0.36	
Paving	Rollers	2	8.00	80	0.38	
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37	
Grading 2	Excavators	0	8.00	162	0.38	
Grading 2	Graders	0	8.00	174	0.41	
Grading 2	Rubber Tired Dozers	0	8.00	255	0.40	
Grading 2	Scrapers	1	8.00	361	0.48	
Grading 2	Tractors/Loaders/Backhoes	0	8.00	97	0.37	

Trips and VMT

Activity	Equipment Count	Worker Trip Name	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading 1	2	5.00	0.00	712.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading 2	1	3.00	0.00	573.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads

3.2 Grading 1 - 2018

Unmitigated Construction On-Site

Activity	Equipment Count	Worker Trip Name	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Fugitive Dust	0.0385	0.4063	0.2765	4.1000e-004	4.3700e-003	0.0000	4.3700e-003	4.7000e-004	0.0000	4.7000e-004
Off-Road	0.0385	0.4063	0.2765	4.1000e-004	4.3700e-003	0.0215	4.3700e-003	4.7000e-004	0.0198	4.7000e-004
Total	0.0385	0.4063	0.2765	4.1000e-004	4.3700e-003	0.0215	4.3700e-003	4.7000e-004	0.0198	4.7000e-004

Unmitigated Construction Off-Site

	NO _x	NO _y	PM ₁₀	PM _{2.5}	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-GO ₂	NH ₃	CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	8.0000e-004	8.2600e-005	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5701	1.5701	8.0000e-005	0.0000	0.0000	1.5717
Total	4.0800e-003	0.0544	0.0528	1.8000e-004	7.3200e-003	8.5000e-004	8.1800e-003	1.9400e-003	7.9000e-004	2.7300e-003	0.0000	15.6302	15.6302	1.8000e-004	0.0000	0.0000	15.6340

3.2 Grading 1 - 2019

Unmitigated Construction On-Site

	NO _x	NO _y	PM ₁₀	PM _{2.5}	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-GO ₂	NH ₃	CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Fugitive Dust			4.3700e-003	0.0000	4.3700e-003	0.0000	4.3700e-003	4.7000e-004	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0227	0.2357	0.1782	2.7000e-004	0.0125	0.0125	0.0125	0.0115	0.0115	0.0115	0.0000	23.8414	23.8414	23.8414	7.5400e-003	0.0000	23.9998
Total	0.0227	0.2357	0.1782	2.7000e-004	4.3700e-003	0.0125	0.0168	4.7000e-004	0.0115	0.0119	0.0000	23.8414	23.8414	23.8414	7.5400e-003	0.0000	23.9998

Unmitigated Construction Off-Site

	NO _x	NO _y	PM ₁₀	PM _{2.5}	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-GO ₂	NH ₃	CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Hauling	2.2500e-003	0.0326	0.0286	1.0000e-004	5.2000e-003	5.5000e-004	5.7500e-003	1.3500e-003	5.1000e-004	1.8500e-003	0.0000	8.9818	8.9818	7.0000e-005	0.0000	0.0000	8.9833
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	4.8000e-004	4.9300e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9840	0.9840	5.0000e-005	0.0000	0.0000	0.9850
Total	2.5700e-003	0.0331	0.0335	1.1000e-004	6.3800e-003	5.6000e-004	6.9400e-003	1.6500e-003	5.2000e-004	2.1700e-003	0.0000	9.9658	9.9658	1.2000e-004	0.0000	0.0000	9.9682