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

ITEM: 3.28
(ID # 30387)
MEETING DATE:
Tuesday, June 09, 2026

FROM : TLMA-TRANSPORTATION

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION: Adopt the Final Initial Study/Mitigated Negative Declaration and Approve the Hammond Road and 70th Avenue Bike Lanes Project. Clerk to File the Notice of Determination. District 4. [$0]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Adopt a Final Initial Study with Mitigated Negative Declaration and adopt a Mitigation Monitoring and Reporting Program based on the findings in the Initial Study and that the project will not have a significant effect on the environment.

2. Approve the Hammond Road and 70th Avenue Bike Lanes Project; and

3. Direct the County of Riverside Transportation Department to file the Notice of Determination (NOD) with the County Clerk and the State Clearing house for posting within five (5) working days of the project approval by the Board.

ACTION:Policy

Dennis Acuna, Director of Transportation 5/27/2026

Rania Odenbaugh, TLMA Director 6/2/2026

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes:	Medina, Spiegel, Washington, Perez, and Gutierrez
Nays:	None
Absent:	None
Date:	June 9, 2026
xc:	Transp.

Kimberly A. Rector
Clerk of the Board
By: _____
Deputy

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

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	N/A	N/A	N/A	N/A
NET COUNTY COST	N/A	N/A	N/A	N/A

SOURCE OF FUNDS: Transformative Climate Communities (TCC) Grant Funds & Gas Tax/HUTA. There are no general funds used in this project.	**Budget Adjustment:** No **For Fiscal Year:** 26/27

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary:

The County of Riverside Transportation Department (County) proposes to widen Hammond Road and 70th Avenue (Project), generally 500 feet east of State Route 111 and 1.4 miles north of the Salton Sea, in the communities of Mecca and North Shore.

The County proposes to widen the pavement along Hammond Road and 70th Avenue a total of 18 feet. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes and 4-foot-wide buffers in each direction between the intersection of Hammond Road and 2nd Street to the north, and the intersection of 70th Avenue and Sea View Way to the southeast. An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would also be widened to accommodate the new buffered bike lanes. Roadway safety and maintenance improvements would be implemented as necessary for the project.

The preparation of the environmental documentation for this project is consistent with the California Environmental Quality Act (CEQA). The County is the lead agency for CEQA. As lead agency under CEQA, the County prepared an Initial Study (IS) with proposed Mitigated Negative Declaration (MND) to analyze the proposed Project's impact to the environment.

The Draft IS/MND was circulated for a 30-day public review period from February 25, 2026, to March 26, 2026. Physical copies of the documents were made available for public review at the County of Riverside Transportation Department office, Riverside County Library in Mecca, and an electronic copy of the document and technical studies was made available online at the County's Project website.

The public was notified of the availability of the document through a Notice of Availability (NOA) of a Draft IS and a Notice of Intent (NOI) to adopt a Proposed MND for the Project. The NOA/NOI was mailed to federal, state, and local agencies, tribal governments, utility companies and property owners adjacent to the Project site. In Addition, the NOA/NOI was posted at the Riverside County Clerk's office and published in the Press Enterprise in English and La Prensa in Spanish.

Furthermore, a public meeting was held during the public circulation period. The meeting was on March 17, 2026, at the North Shore Elementary School in Mecca, CA from 5:00pm to 7:00pm.

Public comments were received, and the County has prepared responses to these comments which have been incorporated into the Final IS/MND. Based on the study's findings, the County has determined that the proposed Project will not have a significant effect on the environment

because potential effects would be mitigated to a less than significant level through the incorporation of mitigation measures.

The adoption of the Final IS/MND and the Mitigation Monitoring and Reporting Program (MMRP) for the Project will complete the CEQA environmental documentation for the Project.

Final Design, Right-of-Way, and Construction of the project are pending due to funding.

All documents are located at the Riverside County Transportation Department at 3525 14th Street, 2nd Floor, Riverside, CA 92501. As part of the adoption of the IS/MND, the Board hereby considered the IS/MND with all comments provided on the document and determines that, based upon the whole of the record before it, that the incorporation of mitigation, there is no substantial evidence that the Project will have a significant effect on the environment and that the IS/MND reflects the lead agency's independent judgement and analysis.

Project No. D50049

Impact on Residents and Businesses

The project will improve bicycle mobility and safety along Hammond Road and 70th Avenue, improve vehicular safety along Hammond Road and 70th Avenue, and improve connectivity between the unincorporated communities of Mecca and North Shore.

Additional Fiscal Information

The Board's approval of the CEQA documents will facilitate the Project moving forward. The County is currently seeking grant opportunities to fund the final design, right of way, and construction for the Project.

ATTACHMENTS:

Regional Map
Location Map
Final IS/MND
NOA/NOI to Adopt MND
Notice of Determination

Aaron Gettis

Aaron Gettis, Chief Deputy County Counsel 6/1/2026

Figure 1-1 Regional Vicinity

Figure 1-2 Local Vicinity

Hammond Road and 70th Avenue Bike Lanes Project

COUNTY OF RIVERSIDE, CALIFORNIA

D5-0049

Final Initial Study with Mitigated Negative Declaration

Prepared by County of Riverside Transportation Department

May 2026

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to County of Riverside, Attn: Don Copeland, 3525 14th Street, Riverside, CA 92501, email dcopelan@rivco.org, phone number (951) 955-6759.

Project Information

Pursuant to: Division 13, Public Resources Code

Project Proponent:	County of Riverside Transportation Department
Project Title:	Hammond Road and 70th Avenue Bike Lanes Project
Project Location:	The Hammond Road and 70th Avenue Bike Lanes Project (project) would occur along Hammond Road and 70th Avenue, generally 500 feet east of State Route 111 and 1.4 miles north of the Salton Sea. Specifically, the project would occur in south-central Riverside County between the unincorporated community of Mecca and North Shore in California.
Project Description:	The County of Riverside Transportation Department (County) proposes to widen Hammond Road and 70th Avenue a total of 18 feet. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes with 4-foot-wide buffers in each direction between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast. An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would be widened to accommodate the new buffered bike lanes. Roadway safety and maintenance improvements would be implemented as necessary for the project.
Findings:	Pursuant to the provisions of the California Environmental Quality Act (CEQA), the County has determined that the project would not have a significant effect on the environment. Following an initial study (IS) and assessment of possible adverse impacts, the project was determined not to have a significant impact on the environment. Therefore, the County has prepared a mitigated negative declaration (MND) in accordance with the provisions of CEQA.
Mitigation Measures:	Refer to Sections 2.1 through 2.20 of this initial study and Appendix C, Mitigation Monitoring and Reporting Program.

A copy of the Initial Study is available for review at the following website:
https://trans.rctlma.org/hammond-rd-70th-ave-bike-lanes

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The County of Riverside Transportation Department (County) proposes to widen Hammond Road and 70th Avenue by 18 feet. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes with 4-foot-wide buffers in each direction between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast. An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would be widened to accommodate the new buffered bike lanes. Roadway safety and maintenance improvements would be implemented as necessary for the project. The County is the Lead Agency under the California Environmental Quality Act (CEQA).

Determination

Pursuant to the provisions of the CEQA and the State and local CEQA guidelines, the County is the Lead Agency and charged with the responsibility of deciding whether to approve the project. This mitigated negative declaration (MND) is included to give notice to interested agencies and the public that it is the County's intent to adopt an MND for this project.

An initial study (IS) has been prepared for this project; pending public review, the County expects to determine from this study that the project would not have a significant effect on the environment for the following reasons:

The project would have no effect on:

- Energy, Greenhouse Gas Emissions, Mineral Resources, Population and Housing, and Public Services.

The project would have a less-than-significant effect on:

- Aesthetics, Agricultural and Forestry Resources, Air Quality, Cultural Resources, Geology, Soils, and Paleontological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Recreation Resources, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The project would have less-than-significant effects with mitigation for Biological Resources. Mitigation measures for impacts on this resource area are as follows.

MM BIO-8, Aquatic Resource Impact Compensation

Permanent and temporary impacts resulting from the project will require compensatory mitigation for jurisdictional waters. Compensation can be a combination of enhancement, restoration, and/or rehabilitation. Compensation can also occur through the option of permittee-responsible on- or off- site mitigation and will be determined in consultation

with the USACE, RWQCB and CDFW during the permitting phase. Final mitigation ratios will be determined in consultation with the USACE, RWQCB, and CDFW and will be at a minimum 1:1 ratio. Applications for permits (404, 401, 1602) will be submitted following adoption of the Final IS/MND.

Signature:

Frances Segovia

Frances Segovia
Environmental Project Manager
County of Riverside Transportation Department

5/18/26

Date

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Chapter 1 Proposed Project

1.1 Introduction

The County of Riverside (County) Transportation Department is proposing to construct buffered bike lanes along each side of Hammond Road and 70th Avenue between the unincorporated community of Mecca and North Shore, generally located 500 feet east of State Route (SR) 111 and 1.4 miles north of the Salton Sea (see Figure 1-1 and Figure 1-2). The project would widen the road by a total of 18 feet. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes with 4-foot-wide buffers in each direction between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast. An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would be widened to accommodate the new buffered bike lanes. Roadway safety and maintenance improvements would be implemented as necessary for the project.

The project would also include the following elements.

- Modified or new culvert crossings, as needed, to maintain existing drainage patterns.
- Drainage swale modification, including a retaining wall, to accommodate road widening at North Shore Community Park.
- Approximately 2,000 feet of road horizontal curve realignment at the following locations: Hammond Road approximately 1,200 feet south of 68th Avenue, Grant Street and 69th Avenue, and at the Hammond Road and 70th Avenue junction to comply with current County standards.
- Utility modifications to accommodate the proposed improvements.
- Construction and permanent bike lane and roadway signage and striping features would be conducted within the project limits of disturbance.
- Pedestrian facility modification, as needed, will be compliant with Americans with Disabilities Act standards including a midblock crossing and sidewalk realignment on 70th Avenue approximately 1,100 feet east of Arthur Road.

The purpose of the project is to improve bicycle mobility and safety along Hammond Road and 70th Avenue, improve vehicular safety along Hammond Road and 70th Avenue, and improve connectivity between the unincorporated community of Mecca and North Shore.

1.2 Environmental Setting

The project is located along the existing Hammond Road and 70th Avenue between the unincorporated community of Mecca and North Shore in Riverside County, California (Figure 1-1 and Figure 1-2). Hammond Road becomes 70th Avenue immediately west of Hayes Street and is generally located adjacent to SR-111 from Mecca to the census-designated place

(CDP) of North Shore. The entire alignment is approximately 9.2 miles long, running from northwest to southeast as well as west to east.

The roadway is currently configured as a two-lane roadway with one lane in each direction and no bike lanes. The project is approximately 1.4 miles north of Salton Sea. Land use for the portion of the alignment in Mecca is primarily agricultural and urban, with a mix of residential and commercial buildings. Land use for the remaining length of the alignment north of the Salton Sea toward North Shore is primarily agricultural and vacant (Figure 1-3). SR-111 and a Union Pacific Railroad track run adjacent to the project, generally west and south. The topography within the project area is flat. The arid land is in a low basin with surrounding hills and rock formations from the San Andreas fault.

Surface flows are limited to street drains, inlets, and gutters receiving urban runoff from Hammond Road and 70th Avenue and abutting residential, commercial, and agricultural uses. The existing roadway is crowned with no curb or gutter for the majority of the project. Runoff flows off the roadway to natural unpaved shoulders. There is an existing open channel at Hammond Road and 66th Avenue which flows north. On 70th Avenue and Cleveland Street, Detention Channel #1 conveys flows from Coachella Canal south to the Salton Sea. In the North Shore area, two 48-inch culverts convey runoff under the North Shore Community Park driveway into a 500-linear-foot 46-foot-wide by 3-foot-deep earthen channel. The project corridor's elevation ranges between approximately -55 and -201 feet below mean sea level (bmsl). Soils within the project limits include gravelly sand, fine sand, fine sandy loam, very fine sandy loam, and fine sand. The project is in the Eastern Coachella Valley Area Plan of the County of Riverside General Plan.

1.3 Project Purpose and Need

1.3.1 Purpose

The purpose of the project is to:

- Improve bicycle mobility and safety along Hammond Road and 70th Avenue.
- Improve vehicular safety along Hammond Road and 70th Avenue.
- Improve connectivity between the unincorporated community of Mecca and North Shore.

1.3.2 Need

The project is needed because the corridor currently lacks adequate bicycle facilities within the project limits. Dedicated bike lanes along the corridor would improve access to businesses and public facilities, connectivity between Mecca and North Shore, and safety for bicyclists.

1.4 Project Description

The County proposes to construct buffered bike lanes along each side of Hammond Road and 70th Avenue between the unincorporated community of Mecca and North Shore, generally 500 feet east of SR-111 and 1.4 miles north of the Salton Sea (see Figure 1-1 and Figure 1-2).

The project would widen the road by a total of 18 feet. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes with 4-foot-wide buffers in each direction between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast (Figure 1-4). An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would be modified by widening to accommodate the new buffered bike lanes. Roadway safety and maintenance improvements would be implemented as necessary for the project. The project would not add vehicular lanes or otherwise increase traffic on the existing roadway.

The project would also include the following:

- Modified or new culvert crossings, as needed, to maintain existing drainage patterns.
- Drainage swale modification, including a retaining wall, to accommodate road widening at North Shore Community Park.
- Approximately 2,000 feet of road horizontal curve realignment at the following locations: Hammond Road approximately 1,200 feet south of 68th Avenue, Grant Street and 69th Avenue, and at the Hammond Road and 70th Avenue junction to comply with current County standards.
- Utility modifications to accommodate the proposed improvements.
- Construction and permanent bike lane and roadway signage and striping features would be conducted within the project limits of disturbance.
- Pedestrian facility modification, as needed, will be compliant with Americans with Disabilities Act standards including a midblock crossing and sidewalk realignment on 70th Avenue approximately 1,100 feet east of Arthur Road.

Figure 1-1 Regional Vicinity

Figure 1-2 Local Vicinity

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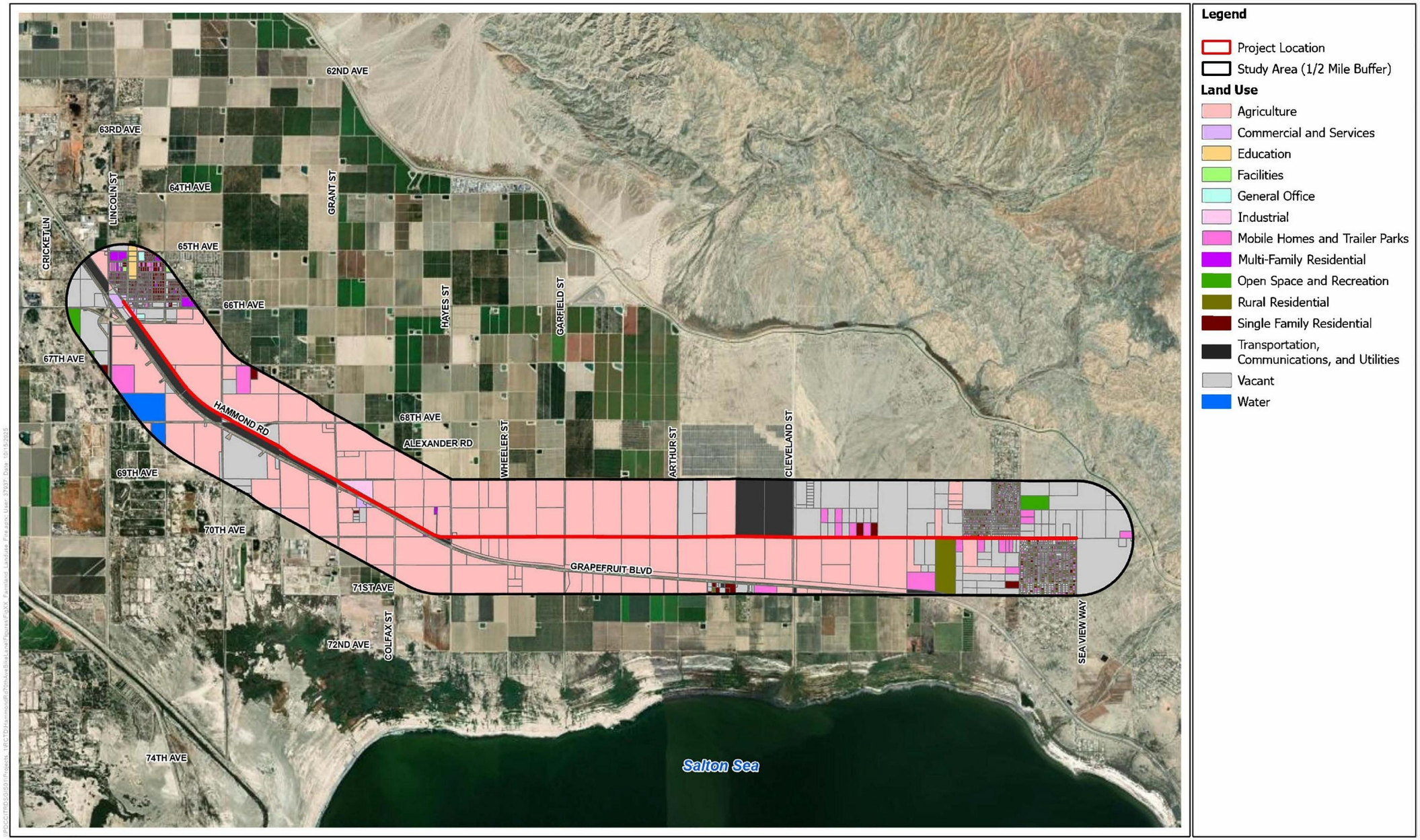


Figure 1-3 Land Use

Figure 1-4 Proposed Project, Sheet 1 of 11

Figure 1-4 Proposed Project, Sheet 2 of 11

Figure 1-4 Proposed Project, Sheet 3 of 11

Figure 1-4 Proposed Project, Sheet 4 of 11

Figure 1-4 Proposed Project, Sheet 5 of 11

Figure 1-4 Proposed Project, Sheet 6 of 11

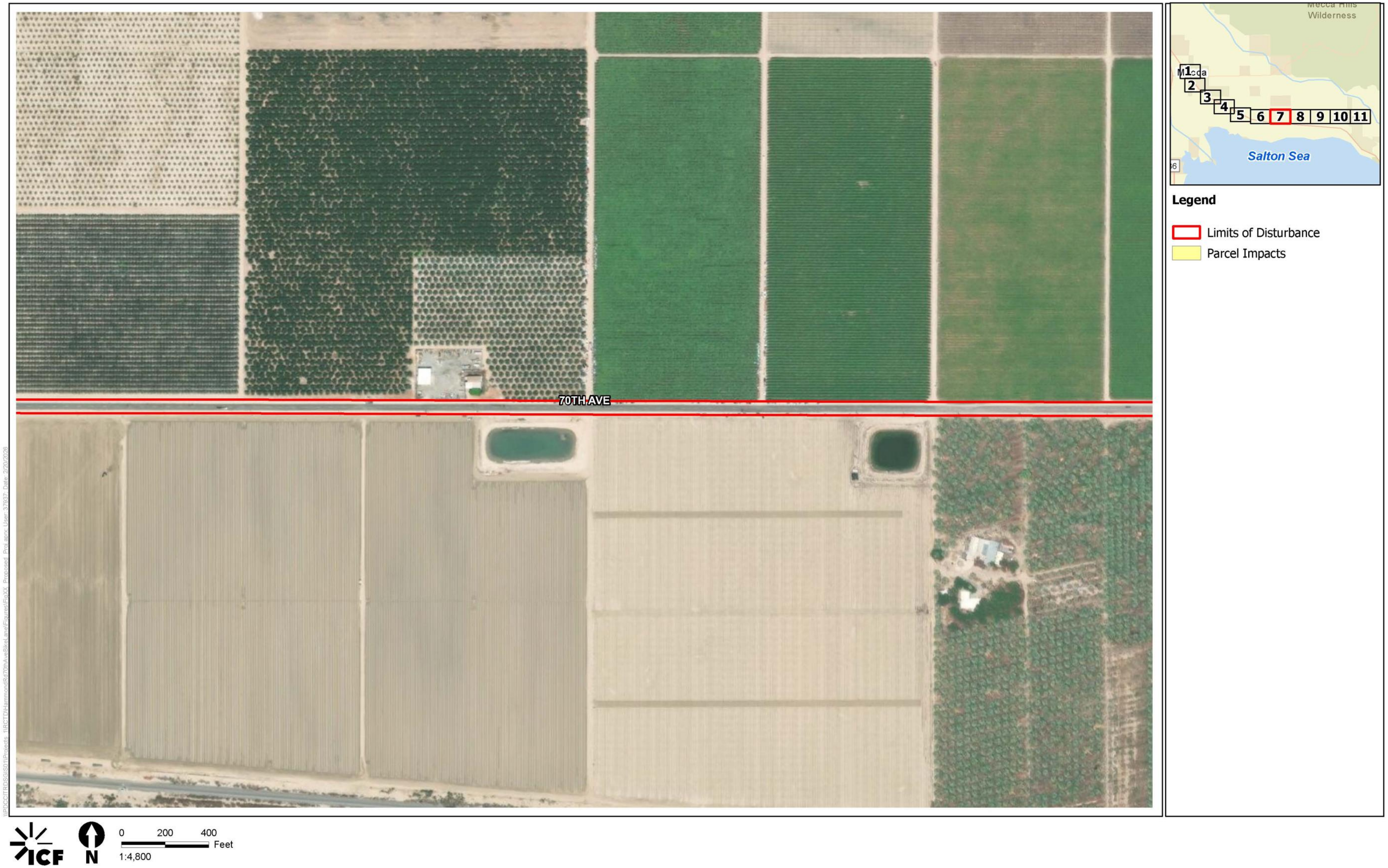
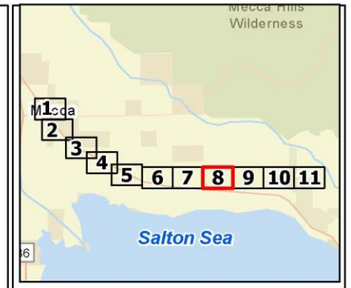


Figure 1-4 Proposed Project, Sheet 7 of 11



Legend

- Limits of Disturbance
- Parcel Impacts

ICF

N

0 200 400 Feet

1:4,800

Figure 1-4 Proposed Project, Sheet 8 of 11

Figure 1-4 Proposed Project, Sheet 9 of 11

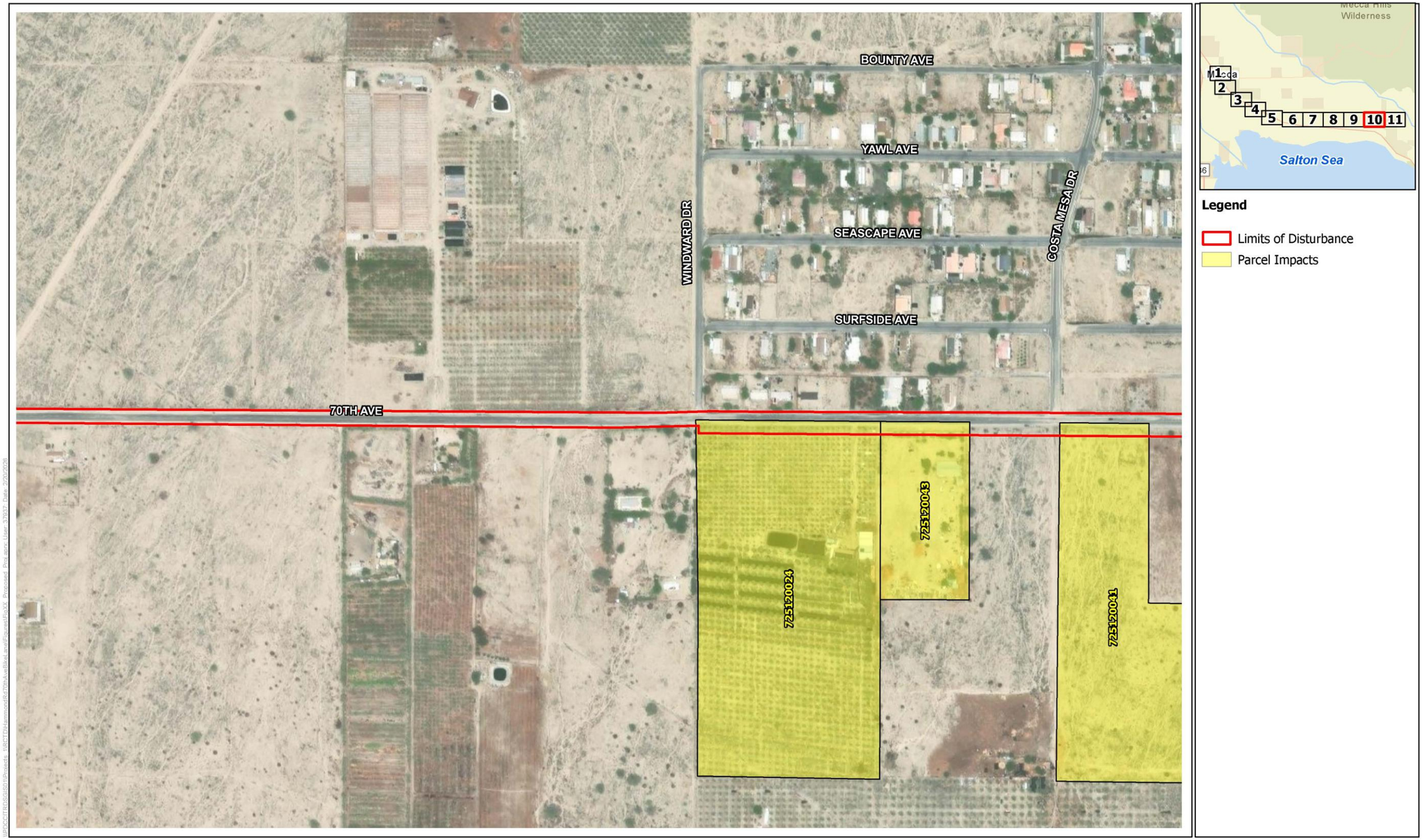


Figure 1-4 Proposed Project, Sheet 10 of 11

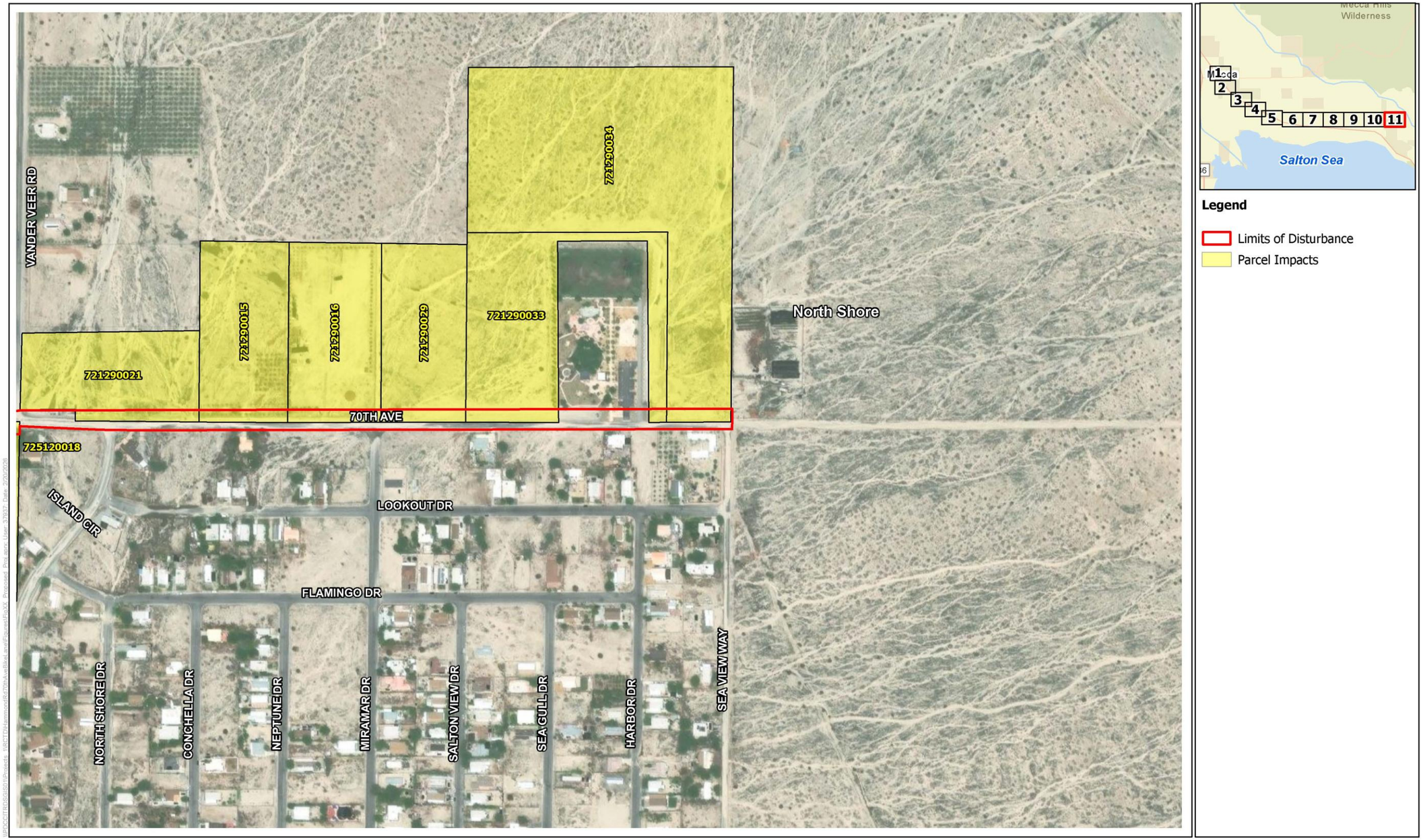


Figure 1-4 Proposed Project, Sheet 11 of 11

The project would not require the relocation of residences or businesses; however, private property acquisition for right of way (ROW) may be needed to widen the roadway in limited areas. Temporary construction easements (TCEs) may be needed for temporary access and work area needs during the construction of the new bridge. In addition, permanent utility easements and permanent ROW easements may be needed for permanent configuration of the bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel and relocated utilities. Construction is anticipated to begin in 2026.

1.5 Purpose of this Initial Study with Mitigated Negative Declaration

CEQA was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of projects, identifying means of avoiding environmental damage, and disclosing to the public the reasons behind a project's approval, even if it leads to environmental damage. As the CEQA Lead Agency, the County has determined that the project is subject to CEQA, and no exemptions apply. Therefore, preparation of an IS is required.

The IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (i.e., responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise, the Lead Agency may adopt a negative declaration (ND) or MND.

This IS has been prepared in accordance with CEQA (Public Resources Code [PRC] § 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations § 15000 et seq.).

1.6 Response to Public Comments

CEQA requires that the project decision makers consider the comments received during the public review of the IS/MND prior to carrying out or approving the project (State CEQA Guidelines Section 15074[b]). The IS/MND (State Clearinghouse No. 2026020981) was circulated to the public and public agencies for a 30-day public review from February 25, 2026, through March 26, 2026. A public meeting was held on March 17, 2026, at the North Shore Elementary School in Mecca, California.

The County received seven comments, consisting of e-mails and comment letters, during the public review period. Refer to Appendix F (*Response to Comments*) for copies of the comments and responses. The comments received did not result in revisions to the Draft IS/MND. However, revisions have been made between the Draft IS/MND and Final IS/MND and those revisions are identified by a line in the margin of each applicable page of this document.

As described in Section 15073.5 of the State CEQA Guidelines, a lead agency must recirculate an ND when the document is substantially revised after public notice of its availability. However, neither the comments nor responses to comments constitute "significant new information" that would require recirculation of the MND or preparation of an Environmental Impact Report.

1.7 Required Permits and Approvals

Permits, approvals, or agreements from the agencies and organizations listed in Table 1.7-1 would be required prior to the commencement of project activities.

Table 1.7-1. Required Permits and Approvals

Agency	Permit/Action	Status
State Water Resources Control Board	National Pollutant Discharge Elimination System (NPDES) Construction General Permit and Stormwater Pollution Prevention Plan (SWPPP)	Document to be prepared by contractor prior to construction.
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Application to be submitted after approval of the environmental document.
Regional Water Quality Control Board (RWQCB)	Clean Water Act (CWA) Section 401 Water Quality Certification	Application to be submitted after approval of the environmental document.
U.S. Army Corps of Engineers (USACE)	CWA Section 404 Nationwide Permit 14	Application to be submitted after approval of the environmental document.

Chapter 2 CEQA Checklist

Environmental Factors Potentially Affected

The environmental factors checked below were determined to have a "less-than-significant impact with mitigation," as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

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

Frances Segovia	5/18/26
Frances Segovia Environmental Project Manager County of Riverside Transportation Department	Date

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2.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

2.1.1 Regulatory Setting

CEQA establishes that it is the policy of the State to take all action necessary to provide the people of the State "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" (PRC § 21001(b)).

County of Riverside

Riverside County General Plan

Multipurpose Open Space Element

The County recognizes the importance of scenic resources, including scenic corridors, as quality-of-life components for residents of the County of Riverside. The *County of Riverside General Plan*, Multipurpose Open Space Element (County of Riverside 2015), contains the following policies relevant to visual resources:

- **Policy OS 9.3.** Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.
- **Policy OS 9.4**. Conserve the oak tree resources in the county.
- **Policy OS 21.1**. Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County
- **Policy OS 22.1**. Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

Land Use Element

The County contains diverse and natural scenic views and corridors, many of which are viewed often along Riverside County's many roadways. As such, the County has officially recognized several roadways as either Designated or Eligible State or County Scenic Highways. The *County of Riverside General Plan*, Land Use Element (County of Riverside 2021a), contains policies relevant to the project and aesthetics:

- **Policy LU 14.1**. Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.
- **Policy LU 14.3**. Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.

Circulation Element

The *County of Riverside General Plan*, Circulation Element (County of Riverside 2020), contains the following policies relevant to the project and aesthetics:

- **Policy C 19.1**. Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan.
- **Policy C 20.1**. Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.

Eastern Coachella Valley Area Plan

The *County of Riverside General Plan*, Eastern Coachella Valley Area Plan (County of Riverside 2015), contains the following policies relevant to the project and aesthetics:

- **Policy ECVAP 3.12.** The segment of Highway 111 that starts at 66th Avenue in Mecca and extends southeasterly down toward Bombay Beach is eligible for designation as a State-Designated Scenic Highway; as such, development along Highway 111 should adhere to the Scenic Corridor policies of the Land Use, Circulation, and Multipurpose Open Space Elements.

2.1.2 Discussion of Environmental Evaluation Question 2.1: Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact.

Scenic vistas typically consist of far reaching views, such as a panoramic view of a skyline or ridgeline, and provide an aesthetic public benefit (i.e., available to the general public). The project involves the area in the immediate vicinity along Hammond Road and 70th Avenue. There are no scenic vistas on site, nor are there any designated scenic vistas off-site that would have views of the project. Therefore, no impact on scenic vistas would occur and no mitigation would be required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact.

According to the California Department of Transportation (Caltrans) List of Eligible and Officially Designated State Scenic Highways (Caltrans 2019) and the *County of Riverside General Plan*, Eastern Coachella Valley (County of Riverside 2015), SR-111, from Bombay Beach on the Salton Sea to SR-195 near Mecca, is a State-eligible Scenic Highway, providing views of the Salton Sea and the surrounding mountainous wilderness, including the San Jacinto and Santa Rosa Mountains to the northwest and Orocopia Mountains to the east. SR-111 is generally located 500 feet west of the project alignment. Views of the project alignment are not available from SR-111 due to the existing railroad track, vegetation, and flat terrain. In addition, freeway travelers pass by so quickly that project features would not be discernable. Because the project is not within a State scenic highway and would be mostly obscured from view from SR-111, or views of the project would be indiscernible, where available, no impacts on scenic highways are anticipated.

c) Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings in non-urbanized areas? Would the project conflict with applicable zoning and other regulations governing scenic quality in urbanized areas?

Less-than-Significant Impact.

The existing visual character of the project vicinity would not be degraded or substantially altered by the project. The proposed bike lanes would maintain the general form of the existing roadway, including the use of materials similar to those of the many nearby roadways in the vicinity. The existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel would be widened to accommodate the new buffered bike lanes. Modification of the existing bridge would not include any new large vertical structures that would otherwise obstruct views of existing scenic resources or change the visual character or quality of the community. Therefore, existing views of the Salton Sea and surrounding mountainous wilderness would be maintained.

Because of the predominance of similar transportation roadways and materials, it is expected that the project would blend well with the existing visual landscape. The proposed bike lanes would be compatible with the existing Hammond Road and 70th Avenue. Additionally, installation of bike lanes along the project corridor would help provide complete streets for multi-modal travel and improve the streetscape design and visual character of Hammond Road and 70th Avenue within the project corridor. The implementation of bike lanes would be an added benefit to the overall visual character of the project corridor.

Changes associated with the project would result in slight alterations to the existing visual character of the site, but it would still appear largely consistent with the existing visual environment. The installation of roadway signage and striping features along the length of the project corridor would create a roadway that is more visually unified. The overall visual impact of the project on the existing visual character and quality of the project area would be moderate-low and the impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact.

The project would not include new permanent lighting and construction would be limited to daylight hours. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

2.1.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.2 Agricultural and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY 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:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.2.1 Regulatory Setting

Federal

Farmland Protection Policy Act

Congress established the Farmland Protection Policy Act (FPPA) in 1981 to minimize the extent to which federal actions contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. FPPA ensures that federal programs are compatible with State and local governments and private programs and policies to protect farmland. The Natural Resources Conservation Service (NRCS) of the U.S. Department of Agriculture (USDA) is the primary agency responsible for implementing and administering the FPPA.

The Farm and Ranch Lands Protection Program (FRPP) and a corresponding rating system (Land Evaluation and Site Assessment) are part of the FPPA. Land Evaluation and Site Assessment is a tool used to determine agricultural suitability of land compared to demands created by nonagricultural uses of the land. The FRPP is a voluntary program that provides funding to State, local, and tribal government entities and nongovernmental organizations with existing farmland protection programs to purchase conservation easements. A minimum 30-year term is required for conservation easements, of which the NRCS provides up to 50 percent of the fair market value of the easements. Participating agencies and organizations agree to keep their land designated as agricultural use and retain all property rights for future agricultural use. The requirements of the FRPP would apply if the project resulted in the conversion of farmland.

State

California Land Conservation Act of 1965 (Williamson Act)

CEQA requires analysis of a project to determine whether it would convert agricultural land, Williamson Act contract land, and forest land to other uses. The main purposes of the Williamson Act are to preserve agricultural land and encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Farmland Mapping and Monitoring Program

The California Department of Conservation established the Farmland Mapping and Monitoring Program (FMMP) in 1982 to provide a consistent and impartial analysis of agricultural land use and land use conversion throughout California. The FMMP identifies farmlands in the State based on current land use information and soil survey data on soil characteristics that best support crop production as USDA and NRCS have compiled.

The Department of Conservation maintains the FMMP and monitors the conversion of farmland to and from agricultural use through its Important Farmland Inventory System. Farmlands are divided into the following categories based on their suitability for agriculture.

- **Prime Farmland:** This land has the best combination of physical and chemical characteristics (e.g., soil quality, growing season, moisture supply) for the long-term production of crops in high yields. This land also must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance:** This land does not meet the criteria for Prime Farmland but has a good combination of physical and chemical characteristics, albeit with minor shortcomings, such as greater slopes or reduced ability to store moisture. This land must also have been under irrigated production during the prior mapping date. Per the *Riverside County General Plan*, this category can include forest land, crop land, pastureland, rangeland, and other lands that are not urban or water.
- **Unique Farmland:** This is land other than the above categories that is currently used for the production of specific high-value food and fiber crops, such as citrus, avocados, and vegetables. This land may have lesser-quality soils, but still has the combination of traits

needed to produce high-quality or high yields of specific crops. This category may include nonirrigated orchards or vineyards and olives, avocados, or grapes, among others. The land must also have been cropped at some time during the prior mapping date.

- **Farmland of Local Importance:** This land generally does not qualify for any of the above categories but has been deemed locally important by the Riverside County Board of Supervisors. This land may also have been suitable for Prime or Statewide Importance designations, but for the lack of available irrigation water. The category can include lands in production of major, but not unique, crops, as well as dairy lands and agricultural zones (including contract lands and those in jojoba production).
- **Grazing Land:** This includes lands with existing vegetation that are suited for grazing livestock.
- **Other Land:** This refers to land not included in any other category. Commonly, this includes low-density rural developments (with five subcategories), brush and timberlands, wetlands and riparian areas, confined livestock, poultry, or aquaculture facilities, and/or strip mines. Also included are waterbodies covering fewer than 40 acres and agricultural lands of fewer than 40 acres when surrounded by urban uses.

Regional and Local

County of Riverside

Riverside County General Plan

Multipurpose Open Space Element

The County recognizes the high socioeconomic value that agriculture has within the Riverside County. The two major conservation rationales noted in the *Riverside County General Plan* are to maintain the viability of the agricultural industry and preserve the resource represented by farmland—its productive soils and its secondary role as an open space amenity. The *Riverside County General Plan*, Multipurpose Open Space Element (County of Riverside 2015), contains policies relevant to agricultural resources.

- **Policy OS 7.2**: In cooperation with individual farmers, farming organizations, and farmland conservation organizations, the County of Riverside shall employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural operations within Riverside County. The County of Riverside shall seek out available funding for farmland conservation. Examples of programs which may be employed include: land trusts; conservation easements (under certain circumstances, these may also provide federal and State tax benefits to farmers); dedication incentives; Land Conservation Contracts; Farmland Security Act contracts; the Agricultural Land Stewardship Program Fund; agricultural education programs; transfer and purchase of development rights; providing adequate incentives (e.g. clustering and density bonuses) to encourage conservation of productive agricultural land in Riverside County's Incentive Program; and providing various resource incentives to landowners (e.g. establish a reliable and/or less costly supply of irrigation water). (AI 78)

- The County of Riverside shall establish a Farmland Protection and Stewardship Committee and the Board of Supervisors shall appoint its members. The Committee shall include members of the farming community as well as other individuals and organizations committed to farmland protections and stewardship. The Committee shall develop a strategy to preserve agricultural land within Riverside County and shall identify and prioritize agricultural lands for conservation. This strategy shall not only address the preservation of agricultural land but shall also promote sustainable agriculture within Riverside County. In developing its strategy, the Committee shall consider an array of proven techniques and, where necessary, adapt these techniques to address the unique conditions faced by the farming community within Riverside County. Riverside County staff shall assist the Committee in accomplishing its task. Riverside County Departments, that may be called upon to assist the Committee, include, but are not limited to the following: the Agricultural Commissioner, Planning Department, Assessor's Office and County Counsel. In developing its strategy, the Committee shall consult government and private organizations with expertise in farmland protection. These organizations may include, but are not limited to, the following: USDA Natural Resources Conservation Service; State Department of Conservation and its Division of Land Resource Protection; University of California Sustainable Agriculture Research and Education Program; the University of California Cooperative Extension; The Nature Conservancy; American Farmland Trust; The Conservation Fund; the Trust for Public Land; and the Land Trust Alliance.
- The Committee shall, from time to time, recommend to the Board of Supervisors the adoption of policies and/or regulation that it finds will further the goals of the farmland protection and stewardship. The Committee shall also advise the Board of Supervisors regarding proposed policies that curb urban sprawl and the accompanying conversion of agricultural land to urban development, and that support and sustain continued agriculture. Planning policies that may benefit farmland conservation and fall within the purview of the Committee for review include measures to promote efficient development in and around existing communities including clustering, incentive programs, transfer of development rights, and other planning tools.
- **Policy OS 7.3**: Encourage conservation of productive agricultural lands and preservation of prime agricultural lands.
- **Policy OS 7.4:** Encourage landowners to participate in programs that reduce soil erosion, improve soil quality, and address issues that relate to pest management. To this end, the County shall promote coordination between the Natural Resources Conservation Service, Resource Conservation Districts, UC Cooperative Extension, and other agencies and organizations.
- **Policy OS 7.5:** Encourage the combination of agriculture with other compatible open space uses in order to provide an economic advantage to agriculture. Allow by right, in areas designated Agriculture, activities related to the production of food and fiber, and support uses incidental and secondary to the on-site agricultural operation.

Land Use Element

The County considers widespread and diverse agriculture lands to be one of the most important land uses in terms of historic character and economic strength. The *Riverside County General Plan*, Land Use Element (County of Riverside 2021a), contains policies relevant to agricultural resources.

- **Policy LU 20.1:** Encourage retaining agriculturally designated lands where agricultural activity can be sustained at an operational scale, where it accommodates lifestyle choice, and in locations where impacts to and from potentially incompatible uses, such as residential uses, are minimized, through incentives such as tax credits.
- **Policy LU 20.2:** Protect agricultural uses, including those with industrial characteristics (dairies, poultry, hog farms, etc.) by discouraging inappropriate land division in the immediate proximity and allowing only uses and intensities that are compatible with agricultural uses.
- **Policy LU 20.4:** Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.
- **Policy LU 20.5:** Continue to participate in the California Land Conservation Act (the Williamson Act) of 1965.
- **Policy LU 20.6:** Require consideration of State agricultural land classification specifications when a 2.5-year Agriculture Foundation amendment to the General Plan is reviewed that would result in a shift from an agricultural to a non-agricultural use.
- **Policy LU 20.7:** Adhere to Riverside County's Right-to-Farm Ordinance.
- **Policy LU 20.8:** Encourage educational and incentive programs in coordination with the Riverside County Agricultural Commissioner's Office, the University of California Cooperative Extension Service, and the Riverside County Farm Bureau, that convey the importance of conserving watercourses and their associated habitat, as well as protective buffers for domestic and farm livestock grazing.

Eastern Coachella Valley Area Plan

The *County of Riverside General Plan Eastern Coachella Valley Area Plan* (County of Riverside 2022) recognizes that Eastern Coachella Valley is one of California's most important agricultural producing area and notes that the residential uses within the area primarily provide housing for the agricultural workers in the valley. The following policies are relevant to agricultural resources:

- **Policy ECVAP 5.1:** Retain and protect agricultural lands through adherence to the policies contained in the Agriculture section of the General Plan Land Use Element.
- **Policy ECVAP 5.2:** Refer to the General Plan Certainty System in the General Plan Administration Element. An exception is provided allowing limited changes from the Agriculture designation to be processed and approved.
- **Policy ECVAP 8.1:** Encourage industrial uses related to agriculture to continue and expand within this area plan.

County of Riverside Ordinances

Ordinance No. 509 (Establishing Agricultural Preserves)

Agricultural preserves are lands identified for, and devoted to, agricultural and compatible uses, and are established through resolutions adopted by the Riverside County Board of Supervisors. The purpose of this ordinance is to ensure that incompatible uses are not allowed within established agricultural preserves. The ordinance sets forth the powers of the County of Riverside in establishing and administering agricultural preserves pursuant to the California Land Conservation Act of 1965 (California Government Code § 51200, et seq.). The ordinance also establishes uniform rules for the agricultural and compatible uses allowed in an agricultural preserve. Land uses not covered in the ordinance are prohibited within agricultural preserves.

Ordinance No. 625 (Right to Farm)

The purpose of this ordinance is to "conserve, protect and encourage the development, improvement and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the county's residents." It seeks to "balance the rights of farmers to produce food and other agricultural products with the rights of nonfarmers who own, occupy or use land within or adjacent to agricultural areas." Consequently, the ordinance includes regulations for reducing the loss of agricultural resources in Riverside County by limiting the circumstances under which agricultural operations may be deemed a "nuisance." It states that an agricultural activity that has been operating for more than 3 years on a site (assuming it was not a nuisance at the time it began) cannot be later classed as a public or private nuisance due to "any changed condition in or about the locality." This prevents, for example, existing dairies from being targeted by odor complaints from residents of housing units constructed in the surrounding area 3 or more years after the dairy use began. Furthermore, it requires buyers of properties within 300 feet of any land zoned primarily for agricultural purposes to be given notice of the preexisting agricultural use and its right to continue.

Resolution No. 84-526 (Riverside County Rules and Regulations Governing Agricultural Preserves)

These rules and regulations were adopted pursuant to California Government Code Section 51231 to govern agricultural preserve procedures within Riverside County and to aid in implementation of the Williamson Act. The rules and regulations address procedures for the initiation, establishment, enlargement, disestablishment, and diminishment of agricultural preserves. To protect existing agricultural lands and agricultural preserves within Riverside County, Division VI of the rules require a Comprehensive Agricultural Preserve Technical Advisory Committee (CAPTAC) to review and report on land use proposals and applications related to agricultural preserves and advise the Riverside County Board of Supervisors on the administration of agricultural preserves, as well as Williamson Act contract-related matters. In particular, CAPTAC is charged with reviewing any proposals for the diminishment or disestablishment of an agricultural preserve and providing its recommendations to the Board of Supervisors. Regarding diminishments and disestablishments, CAPTAC reviews the following findings:

- Whether a notice of nonrenewal has been served pursuant to the Williamson Act, Section 401 of these rules
- Whether the cancellation is likely to result in the removal of adjacent lands from agricultural use
- Whether the proposed alternative use of land is consistent with the provisions of the Riverside County General Plan
- Whether the cancellation will result in discontinuous patterns of urban development
- Whether there is proximate noncontracted land that is both available and suitable for the use for which the contracted land is being proposed
- Whether the development of the contracted land would provide more contiguous patterns of urban development than that of proximate noncontracted land

2.2.2 Discussion of Environmental Evaluation Question 2.2: Agricultural Resources

The analysis in this section is based on information provided in the *Riverside County General Plan* and the California Important Farmland Finder website[1] of the California Department of Conservation.

a) Would the project 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?

Less than Significant.

The project's limit of disturbance (LOD) is located along Hammond Road and 70th Avenue, approximately between 66th Avenue and Sea View Way, and includes the proposed roadway widening, ROW acquisition areas, and TCE areas. The California Department of Conservation FMMP Important Farmland Finder (2025) identified several areas identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance adjacent to and throughout much of the project's limits of disturbance (LOD) (refer to Figure 2.2-1). Proposed project improvements involving the acquisition of farmland and permanent easements would affect FMMP important farmlands mapped as Unique Farmland and Farmland of Local Importance. Land acquisitions along the project alignment would be necessary to accommodate road widening and realignment, ensuring compliance with the County of Riverside Roadway Design Requirements for minimum curve radii.

Table 2.2-1 shows the acres of FMMP important farmland and Williamson Act land that would be permanently acquired under the project. The project would require permanent conversion of 26.15 acres of FMMP important farmland composed of 21.32 acres of Prime Farmland, 2.85 acres of Unique Farmland, and 1.98 acres of Farmland of Local Important. No Farmlands of

[1] https://maps.conservation.ca.gov/dlrp/ciff

Statewide Importance were mapped within the project area. The conversion of total FMMP important farmland would represent the conversion or loss of less than 0.007 percent of the 359,203 acres of FMMP important farmland within the County (California Department of Conservation 2022). While the project is anticipated to result in the conversion of approximately 26 acres of Important Farmland, the project would impact a small section of multiple properties, none of which would impact any ongoing or future agricultural uses at any of the impacted properties.

Table 2.2-1. FMMP Important Farmland and Williamson Act Land Impacts

Categories	Proposed Acquisition (acres)	Total in Riverside County (acres)	Percentage (%) Acquired under Project
Prime Farmland	21.32	112,450	0.02
Unique Farmland	2.85	28,873	0.01
Farmland of Local Importance	1.98	217,880	<0.001
Total Important Farmland	**26.15**	**359,203**	**0.007**
Williamson Act Land	**0.93**	**54,250**	**0.002**

Source: California Department of Conservation 2022; California Department of Conservation 2024

With the proposed improvements to, and realignments of, existing roadway facilities, and acquisition as proposed, no agricultural parcels would be bisected and the remainder of each parcel could continue to be used for agricultural purposes. Access to remaining areas of agricultural parcels would be ensured with the implementation of **Avoidance and Minimization Measure (AMM) FA-1**. Compensation to individual landowners for property impacts would be addressed and negotiated through the right of way acquisition process, as warranted.

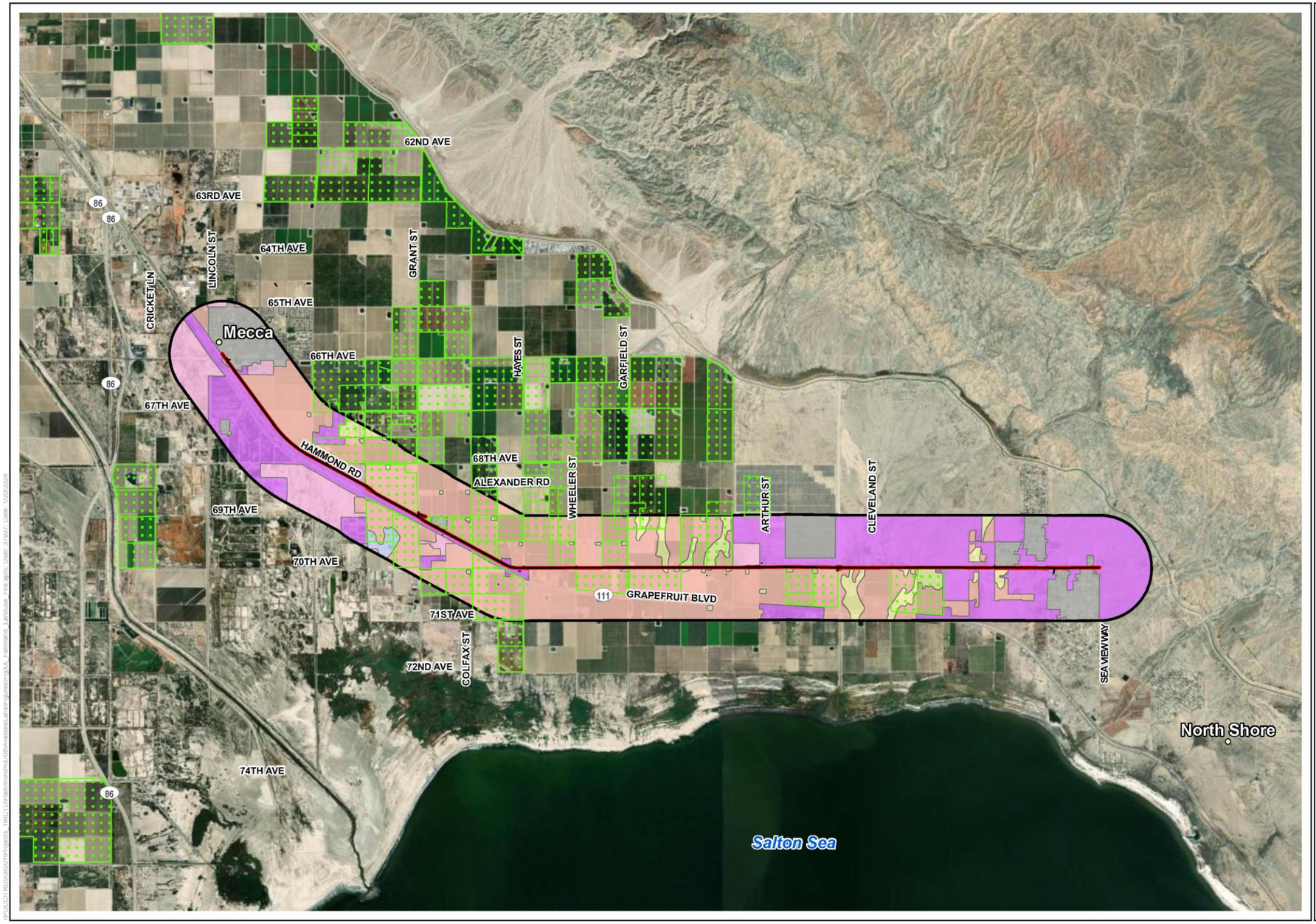
Given the limited percentage of FMMP important farmland that would be converted within the study area, and viability and quantity of, and access to, the remaining farmland of affected properties for agricultural use, impacts related to Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance would be less than significant.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less-than-Significant Impact.

A total of 0.93 acres of land from the two properties currently under the Williamson Act contract listed in Table 2.2-2 would be permanently acquired and incorporated into the transportation system under the project.

Because the project would not exceed the state threshold of 100 acres of Williamson Act contract cancellations, impacts on Williamson Act land would be less than significant.



Legend

- Project Location
- Study Area (1/2 Mile Buffer)

Williamson Act Enrollment 2024

- Prime Agriculture Land

Farmland

- D - Urban and Built-up Land
- L - Farmland of Local Importance
- P - Prime Farmland
- S - Farmland of Statewide Importance
- U - Unique Farmland
- X - Other Land
- Z - Area Not Mapped

ICF N 0 2,500 5,000 Feet 1:60,000

Figure 2.2-1 Farmland and Williamson Act Parcel

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Table 2.2-2. Williamson Act Land Impacts

Assessor's Parcel Number (APN)	Contract No.	Parcel Size (acres)	Acquisition Area (acres)
729-050-005	Coachella Valley No. 67 Map No. 315	102.7	0.74
729-070-034	Coachella Valley No. 41 Map No. 582	17.4	0.19

Source: County of Riverside, Richard Marshalian and Blanca Bernardino, Advance Planning, email responses on January 5, 2026 and January 14, 2026

The Department of Conservation will be notified within 10 working days following acquisition of the properties under Williamson Act contract, and include the following:

- General explanation of the decision and findings made pursuant to Government Code § 51292.
- General description, in text or by diagram, of the agricultural preserve land acquired (a vicinity map, assessor's parcel number, and acres acquired).

Additionally, access to remaining areas of agricultural parcels would be ensured with the implementation of **AMM FA-1**. As such, impacts associated with Williamson Act contracts or with active agricultural land uses would be less than significant.

c) Would the project 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))?

No Impact.

The project does not involve the acquisition or conversion of any forest land, timberland, or timberland zoned Timberland Production land because there is no forest land or timberland within or surrounding the project LOD. The project would not conflict with the existing zoning or require re-zoning of any forest land. Therefore, there would be no impact

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact.

The project would not result in the loss or conversion of forest land because there is no forest land within or surrounding the project LOD. Therefore, there would be no impact.

e) Would the project 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?

No Impact.

The project would include transportation facility improvements and widening of the median and shoulders. There are no foreseen changes from the project that would result in conversion of farmland to non-agricultural use or forest land to non-forest use. Therefore, there would be no impact.

2.2.3 Avoidance, Minimization, and Mitigation Measures

The following avoidance, minimization, and mitigation measures will be implemented to avoid or minimize potential impacts on agricultural resources.

AMM FA-1

Access to all farmland will be maintained once construction is complete.

2.3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

2.3.1 Regulatory Setting

This section discusses National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) and existing air quality conditions, identifies sensitive receptors, and describes the regulatory framework for air quality management. Air quality modeling inputs, assumptions, and results are contained in Appendix B. The study area for this resource is generally defined as the project construction footprint, as well as Riverside County.

Air quality management agencies of direct importance in Riverside County are the U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), and South Coast Air Quality Management District (SCAQMD). EPA has established federal air quality standards for which CARB and SCAQMD have primary implementation responsibility. CARB and SCAQMD are also responsible for ensuring that state air quality standards are met.

The project is within the Coachella Valley area of the Salton Sea Air Basin (Basin). The Basin includes the southeast portion of Riverside County and all of Imperial County. The Riverside County portion of the Basin is under the jurisdiction of SCAQMD. The Basin is generally an arid desert region, with a significant land area located below sea level. Within the Riverside County portion of the Basin, ozone (O_3) and particulate matter less than 10 microns in diameter (PM_{10}) are the pollutants of primary concern. Both federal and state standards for ozone and PM_{10} are not met in the Basin and EPA has designated the Basin as a nonattainment area for these pollutants (SCAQMD 2022).

2.3.2 Discussion of Environmental Evaluation Question 2.3: Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact.

The 2022 Air Quality Management Plan (AQMP) was adopted by SCAQMD as a program to lead the Basin into compliance with criteria pollutant standards and other federal requirements for which the Basin is not in compliance. The 2022 AQMP relies on emission forecasts based on the demographic and economic growth projections provided by the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). SCAG is required to develop demographic projections and regional transportation strategy and control measures for the AQMP, including the socioeconomic forecast (e.g., population and growth forecasts) upon which the AQMP is based (SCAQMD 2022). A project is considered to be consistent with the AQMP and to not obstruct its implementation if, in part, it is consistent with the demographic and economic growth projections used in the formulation of the AQMP. SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess:

a) whether the project would directly obstruct implementation of the plan through an increase in the frequency or severity of existing air quality violations, or cause or contribute to, new violations, or delay timely attainment of air quality standards (Criterion No. 1), and

b) whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the plan is based (Criterion No. 2) (SCAQMD 1993).

Criterion No. 1

As discussed below under Thresholds III.b and III.c, the project would not obstruct implementation of the 2022 AQMP because emissions resulting from its construction and operation would not exceed SCAQMD's regional mass emissions thresholds and localized significance thresholds (LSTs); refer to Table 2.3-1, Table 2.3-2, and Table 2.3-3. The project's emissions would therefore not increase concentrations of criteria pollutants or their precursors in a manner that could obstruct SCAQMD's efforts to achieve timely attainment of ambient air quality standards for any criteria pollutant for which the Basin is currently not in attainment or jeopardize the current attainment status of the Basin for other criteria pollutants.

Criterion No. 2

The following sections provide a discussion of the project's incorporation of emission control measures and its consistency with demographic and economic assumptions used in development of the AQMP.

Emission Control Measures

During the construction period, the project would require contractors to adhere to the CARB on-road vehicle and off-road equipment requirements, which would limit the level of construction emissions caused by the project. In addition, the project would be required pursuant to state law to use contractors that are in compliance with the CARB Air Toxic Control Measure that limits heavy-duty diesel motor vehicle idling to no more than 5 minutes at any given location.[2] The project contractor(s) would also be required by state regulations to comply with the fleet on-road heavy-duty vehicle emissions standards consistent with Measure MOB-06[3] from the 2022 AQMP (SCAQMD 2022).

These control strategies are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment and are implemented by accelerating the replacement of older engines that produce higher pollutant emissions with newer engines that produce lower pollutant emissions. The project would comply with regulatory requirements to minimize short-term emissions from on-road and off-road diesel vehicles and equipment and SCAQMD's rules for controlling fugitive dust, as identified in SCAQMD Rule 403.

Land Use and Demographic and Economic Projections

Construction of buffered bike lanes along Hammond Road and 70th Avenue is consistent with the road's designation as a Class II Bike Path in the Trails & Bikeways System map of the *Riverside County General Plan* Circulation Element and *Eastern Coachella Valley Area Plan*. The proposed improvements would improve access, connectivity, and safety for bicyclists within the project limits and improve vehicular safety along Hammond Road and 70th Avenue. The project would not include any land uses that would promote growth within the project area. Therefore, the project would be consistent with the land use assumptions used in development of the AQMP and the growth forecast from the 2022 AQMP and the active RTP/SCS at the time, the 2020-2045 RTP/SCS.

Conclusion

As discussed above, the project would be consistent with Criterion No. 1 and Criterion No. 2 of the 2022 AQMP. Therefore, the project would not conflict with or obstruct implementation of the 2022 AQMP and the project would result in no impact.

[2] The Air Toxic Control Measure (13 CCR Section 2485) specifies measures to reduce public exposure to diesel particulate matter and other air contaminants by establishing idling restrictions, emission standards, and other requirements for heavy-duty diesel engines and alternative idle-reduction technologies to limit the idling of diesel-fueled commercial motor vehicles.

[3] MOB-06: Accelerated Retirement of Older On-Road Heavy-Duty Vehicles [NO_X, PM]

b) Would the project 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?

No Impact.

SCAQMD has established air quality significance thresholds that are applicable to both construction and operational emissions generated by projects within its jurisdiction. These significance thresholds were derived using regional emissions modeling to determine maximum allowable mass quantities of pollutant emissions that could be generated by individual projects without adversely affecting air quality and creating public health concerns based on existing pollution levels. These regional pollutant emission thresholds are shown in Table 2.3-1.

Table 2.3-1. SCAQMD Regional Air Quality Significance Thresholds

	Mass Daily Thresholds (pounds per day)	
Pollutant	**Construction**	**Operation**
Nitrogen Oxides (NO_X)	100	55
Volatile Organic Compounds (VOC)[a]	75	55
Suspended Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)[b]	3	3

Source: SCAQMD 2023.
[a.] The terms VOC and reactive organic gases (ROG) are used interchangeably. SCAQMD uses VOC, and the California Emissions Estimator Model (CalEEMod) uses ROG.
[b.] The project would result in no lead emission sources during the construction period or operations. As such, lead emissions are not evaluated herein.

Construction

Construction associated with the project would generate criteria pollutant emissions from the following activities: site preparation; grading; drainage, utilities, and sub-grade improvements; and paving; as well as construction worker, vendor, and haul trips. These construction activities have the potential to temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary depending on the intensity and types of construction activities occurring simultaneously. The project proposes to widen the road by a total of 18 feet to accommodate 5-foot-wide bike lanes and 4-foot-wide buffers in each direction. Additional improvements include widening the existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel and additional roadway safety and maintenance improvements, which would be implemented as necessary.

Construction of the project would result in an export of approximately 20,000 cubic yards of asphalt during the site preparation phase, a net balance of earthwork during the grading phase, and an import of approximately 33,000 cubic yards of asphalt and 100 cubic yards of concrete during the paving phase. Such activities are estimated to require a maximum of 55 hauling truck trips per day during the site preparation phase. Other construction phases would experience zero

daily haul truck trips. Aside from haul truck trips, daily work/vendor/delivery truck trips would also occur during construction of the project, including a maximum of an estimated 64 vendor trips per day during the paving phase for asphalt and concrete import.

The project's short-term construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1 (CAPCOA 2022). The modeling was conducted based on project-specific construction data (e.g., material export) provided by the project applicant. Where project-specific information was not available, reasonable assumptions based on similar projects and default model settings were used to estimate criteria air pollutant and O_3 precursor emissions. Construction activities related to development of the project are anticipated to begin in 2026 and occur over approximately 16 months.

The project would implement the required SCAQMD Rule 403 during construction to minimize construction-related fugitive dust emissions of PM_{10} and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). SCAQMD Rule 403 requires watering exposed ground three times a day, cleaning trucks and track-outs, and covering/watering haul truck loads (SCAQMD 2005a).

The modeled peak daily emissions of criteria air pollutants and O_3 precursors associated with construction of the project with SCAQMD Rule 403 incorporated are presented in Table 2.3-2. Because SCAQMD Rule 403 is a regulatory requirement that every project within the SCAQMD must follow, it is not considered mitigation.

Table 2.3-2. Regional Criteria Air Pollutant Emissions

	Regional Pollutant Emissions (pounds per day)					
Construction Year	**ROG**	**NO_X**	**CO**	**SO_X**	**Total PM_{10}**	**Total $PM_{2.5}$**
2026	10	81	101	0.20	8.2	4.0
2027	9.7	76	105	0.20	7.9	3.7
Maximum Daily Regional Emissions during Project Construction	**10**	**81**	**105**	**0.20**	**8.2**	**4.0**
Regional Significance Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Emissions modeling using CalEEMod methodology (Appendix B).
Note: Totals may not add exactly due to rounding.
CO = carbon monoxide; NO_X = nitrogen oxides; ROG = reactive organic gases; SO_X = sulfur oxides

As shown in Table 2.3-2, the maximum level of daily unmitigated construction emissions generated by the project would not exceed SCAQMD's daily significance thresholds for any criteria pollutants during any of the construction phases. CalEEMod modeling inputs and results can be found in Appendix B. Construction impacts would not occur.

Operation

Upon project completion, criteria air pollutant emissions in the project area would not increase. The project involves construction of a 5-foot bike lane and 4-foot buffer in each direction. The project would not generate any operational emissions impacts. Therefore, no impacts would occur and no mitigation would be required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact.

The term sensitive receptor refers to land uses associated with people considered to be more sensitive than others to air pollutants. The reasons for greater-than-average sensitivity include pre-existing health problems, proximity to emission sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality-related health problems on average than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system.

The nearest sensitive receptors to the project site are adjacent to 70th Avenue at several locations along the alignment. At the western end of the alignment in Mecca, sensitive receptors within 500 feet of the project site include the residences south of 4th Street and west of Date Palm Street, in addition to the Boys and Girls Club of Coachella Valley. Between Mecca and North Shore along the alignment, sensitive receptors within 500 feet of the project site include a residential receptor at the Tudor Ranch along 69th Avenue, as well as several locations along 70th Avenue: southeast of the intersection of Hayes Street and 70th Avenue; southwest of the intersection of Wheeler Street and 70th Avenue; south of 70th Avenue between Wheeler Street and Garfield Street; both north and south of 70th Avenue between Garfield Street and Arthur Road; and both north and south of 70th Avenue between Cleveland Street and Windward Drive. At the eastern end of the alignment in North Shore, the nearest sensitive receptors include residences along 70th Avenue and the North Shore Community Park. South of the alignment in North Shore, residences along Lookout Drive and north of Flamingo Drive are within 500 feet of the project site. North of the alignment in North Shore, residences along Surfside Avenue and south of Seascape Avenue are within 500 feet of the project site. Additional sensitive receptors were not identified within 500 feet of the project site.

In addition to regional air quality impacts, projects under SCAQMD jurisdiction are required to analyze local air quality impacts. SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and thus would not cause or contribute to localized air quality impacts. LSTs were developed based on the ambient concentrations of that pollutant for each of the 38 Source Receptor Areas (SRAs) in the Basin. The project is in SRA 30, Coachella Valley.

The localized thresholds, which are found in the mass rate lookup tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for the analysis of projects that are less than or equal to 5 acres in size and applicable only to the following criteria pollutants: nitrogen oxides (NO_X), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$ (SCAQMD 2008). The analysis of localized air quality impacts focuses only on the onsite activities of a project. The mass rate lookup tables developed by SCAQMD present LST values in the form of

allowable emissions (in pounds per day) as a function of receptor distance from a project's site boundary. These LST values were developed by SCAQMD for 1-acre, 2-acre, and 5-acre sites. The LSTs established for each of the aforementioned site acreages represent the level of pollutant emissions that would not exceed the most stringent applicable NAAQS or CAAQS.

Construction

To assess the potential localized air quality impacts resulting from the project on nearby sensitive receptors during construction, the daily onsite construction emissions generated at the project site were evaluated against SCAQMD's applicable construction LSTs. As modeled in CalEEMod, the project would have a total of 66 acres graded during the 35-day-long site preparation phase, 66 acres graded during the 155-day-long grading phase, and 66 acres graded during the drainage, utilities, and sub-grade improvements phase. As such, the maximum amount of grading per day would be 1.9 acres during the site preparation phase. SCAQMD provides construction LSTs for projects that grade a maximum of 1, 2, and 5 acres per day, and the grading area is directly related to the stringency of the LSTs. According to SCAQMD guidance, projects with grading areas between 1-, 2-, and 5-acres can linearly interpolate the defined LST values to calculate LST values more applicable to a project (SCAQMD 2005b). As such, the 1-acre and 2-acre LST values were linearly interpolated to calculate the LST values for a 1.9-acre project for use in this analysis.

Because the mass rate lookup tables provided by SCAQMD provide LSTs only at receptor distances of 25, 50, 100, 200, and 500 meters (82, 164, 328, 656, and 1,640 feet), the LSTs for a receptor distance of 82 feet (25 meters) were used to evaluate the potential localized air quality impacts associated with the project's peak-day construction emissions. According to SCAQMD's LST methodology, it is recommended that projects with boundaries closer than 82 feet from the nearest receptor use the LSTs for receptors at 82 feet (SCAQMD 2008). As the nearest sensitive receptors are located adjacent to the project site at several locations along 70th Avenue, the LSTs for a receptor distance of 82 feet were used. This distance most closely corresponds to the distance from the project site to nearby sensitive receptors in the SCAQMD LST lookup tables (SCAQMD 2009).

As stated previously, the 1-acre and 2-acre LST values were linearly interpolated to calculate the LST values for a 1.9-acre project in SRA 30. The 1-acre LST values for construction projects with sensitive receptors located 82 feet from the project site include the following: 132 pounds per day of NO_X, 878 pounds per day of CO, 4 pounds per day of PM_{10}, and 3 pounds per day of $PM_{2.5}$. The 2-acre LST values for construction projects with sensitive receptors located 82 feet from the project site include the following: 191 pounds per day of NO_X; 1,299 pounds per day of CO; 7 pounds per day of PM_{10}; and 5 pounds per day of $PM_{2.5}$. Linearly interpolated, the 1.9-acre LST values for construction projects with sensitive receptors located 82 feet from the project site, which are most applicable to the project, include the following: 184 pounds per day of NO_X; 1,251 pounds per day of CO; 6.7 pounds per day of PM_{10}; and 4.8 pounds per day of $PM_{2.5}$.

As discussed previously, the project would implement the required SCAQMD Rule 403 during construction to minimize construction-related fugitive dust emissions ($PM_{2.5}$ and PM_{10}). The localized onsite emissions estimated to occur during peak construction days for each year of the

project's construction schedule with SCAQMD Rule 403 implemented are presented in Table 2.3-3. As shown in Table 2.3-3, daily emissions generated on site by construction of the project would not exceed any of the applicable SCAQMD LSTs for a 1.9-acre site in SRA 30 over the course of the entire construction schedule.

Operation

Upon project completion, criteria air pollutant emissions in the Project area would not increase. The project involves construction of a 5-foot bike lane and 4-foot buffer in each direction. The project would not generate any operational emissions impacts. Therefore, no impacts would occur and no mitigation would be required.

Table 2.3-3. Localized Criteria Pollutant Construction Emissions of the Total Project

	Estimated Maximum Daily Onsite Emissions (pounds per day)[b]			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
2026	80	94	6.4	3.6
2027	75	94	6.1	3.3
Maximum Daily Localized Emissions during Project Construction	**80**	**94**	**6.4**	**3.6**
Applicable LSTs	*184*	*1,251*	*6.7*	*4.8*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Emissions modeling using CalEEMod methodology (Appendix B).
Note: Totals may not add exactly due to rounding.
[a.] The LSTs for a 1.9-acre site in SRA 30 were interpolated from the corresponding LSTs for a 1- and 2-acre site in SRA 30 (obtained from Appendix C [Localized Significance Threshold Screening Tables] of SCAQMD's Final Localized Significance Threshold Methodology document). The nearest sensitive receptor is adjacent, so the LSTs for the closest receptor of 82 feet (25 meters) were selected.
CO = carbon monoxide; NO_X = nitrogen oxides

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact.

Construction

According to the SCAQMD 1993 CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. The project, which includes widening an existing roadway for construction of a bike lane in each direction, would not include any of the typical uses with odor complaints.

As discussed in Chapter 1, Proposed Project, the project would include a 5-foot bike lane and 4-foot buffer in each direction. The project's uses are not anticipated to be a source of odors that would cause odor complaints.

During construction of the project, exhaust from equipment, activities associated with the application of architectural coatings and paving activities may produce discernible odors typical of most construction sites. Such odors would be, at worst, a temporary source of nuisance to the nearest sensitive receptors, if at all, and would not affect a substantial number of people. The project would use architectural coatings compliant with SCAQMD Rule 1113, which would limit the odors associated with off-gassing from those coatings. Odors associated with paving would only occur for a limited time for the project and the locations of paving activities would be distributed at the project site. Additionally, material deliveries and heavy-duty haul truck trips could occasionally produce odors from diesel exhaust. These odors would not affect a substantial number of people because construction would be temporary and construction-generated emissions dissipate rapidly with increasing distance from the source. Operational and maintenance activities may result in minor equipment-based odors, but these would occur infrequently throughout the year and would dissipate rapidly. Overall, odors associated with project construction and operation would be temporary and intermittent in nature and would not create a significant level of objectionable odors affecting a substantial number of people.

Operation

Operation of the project is not anticipated to result in sources of odors that would cause odor complaints. The project involves construction of a 5-foot bike lane and 4-foot buffer in each direction. The project would not generate any operational odor impacts. Therefore, no impacts would occur and no mitigation would be required.

2.3.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

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2.4 Biological Resources

	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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

2.4.1 Regulatory Setting

Wetlands and Other Waters

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of (1) hydrophytic (i.e., water-loving) vegetation; (2) wetland hydrology; and (3) hydric soils (i.e., soils formed during saturation or inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a *jurisdictional wetland* under the CWA.

CWA Section 404 establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE), with oversight by EPA.

USACE issues two types of Section 404 permits: General and Standard. There are two types of General permits: Regional permits and Nationwide permits. *Regional permits* are issued for a general category of activities when they are similar in nature and cause minimal environmental impacts. *Nationwide permits* are issued to allow a variety of minor project activities with no more than minimal effects. Ordinarily, projects that do not meet the criteria for a Nationwide permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For *Standard permits*, USACE's decision to approve is based on compliance with EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR]), and whether permit approval is in the public interest. EPA developed Section 404 (b)(1) Guidelines in conjunction with USACE; these guidelines allow the discharge of dredged or fill material into the aquatic system (i.e., waters of the United States) only if there is no practicable alternative that would have fewer adverse effects. Section 404 (b)(1) Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative to the proposed discharge that would have lesser effects on waters of the United States and not have any other significant adverse environmental consequences.

The Executive Order (EO) for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the Federal Highway Administration (FHWA) or Caltrans, as assigned, cannot undertake or provide assistance for new construction in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction; and (2) the project includes all practicable measures to minimize harm.

At the State level, the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs), and the California Department of Fish and Wildlife (CDFW) primarily regulate wetlands and waters. In certain circumstances, the California Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600–1607 of the California Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act (Porter-Cologne Act) to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with CWA Section 401, the RWQCBs also issue water quality certifications for activities that may result in a discharge to waters of the United States. This is required most frequently in tandem with a Section 404 permit request.

Plant Species

The U.S. Fish and Wildlife Service (USFWS) and CDFW have regulatory responsibility for the protection of special-status plant species. *Special-status* is a general term for species that are provided varying levels of regulatory protection. Special-status species are selected for protection because they are rare or subject to population and habitat declines. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA).

The regulatory requirements for the FESA can be found at 16 USC 1531, et seq.; see also 50 CFR 402. The regulatory requirements for the CESA can be found at California Fish and Game Code Section 2050 et seq. The project is also subject to the Native Plant Protection Act, found at California Fish and Game Code Section 1900–1913, and CEQA, PRC Sections 2100–21177.

Animal Species

Many State and federal laws regulate impacts on wildlife. USFWS, National Oceanic and Atmospheric Administration (NOAA) Fisheries, and CDFW are responsible for implementing these laws. This section discusses laws and regulations associated with animals not listed or proposed for listing under the FESA or CESA. Species listed or proposed for listing as threatened or endangered are discussed in the *Threatened and Endangered Species* section, below. All other special-status animal species are discussed here, including CDFW fully protected species and Species of Special Concern and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act (16 USC 703–712, 50 CFR Part 10, 50 CFR Part 21)
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- CEQA
- California Fish and Game Code Sections 1600–1603
- California Fish and Game Code Sections 3500, 3503–3503.5, 3513, and 3800
- California Fish and Game Code Sections 4150 and 4152

Threatened and Endangered Species

The primary federal law protecting threatened and endangered species is the FESA: 16 USC 1531 et seq. See also 50 CFR 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems on which they depend. Under FESA Section 7, federal agencies, such as FHWA, are required to consult with USFWS and NOAA

Fisheries to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. *Critical habitat* is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence, or documentation of a No Effect finding. FESA Section 3 defines *take* as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

The State of California has enacted a similar law at the State level: the CESA, California Fish and Game Code Section 2050 et seq. The CESA emphasizes early consultation to avoid potential impacts on rare, endangered, and threatened species and develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. CDFW is the agency responsible for implementing the CESA. Fish and Game Code Section 2081 prohibits take of any species determined to be an endangered or threatened species or candidate species, and Section 3503–3503.5 states it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird including birds of prey (Section 3503.5). *Take* is defined in Fish and Game Code Section 86 as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The CESA allows for take incidental to otherwise lawful development projects; for these actions, CDFW issues an incidental take permit. For species listed under both the FESA and CESA that require a Biological Opinion under FESA Section 7, CDFW may also authorize impacts on CESA species by issuing a Consistency Determination under California Fish and Game Code Section 2080.1.

Local

Coachella Valley Multiple Species Habitat Conservation Plan

The project occurs within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The CVMSHCP, as managed by the Coachella Valley Conservation Commission (CVCC), includes various participants such as the County of Riverside, the Cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage, as well as the Coachella Valley Water District, Imperial Irrigation District, Mission Springs Water District, Coachella Valley Association of Governments, and California Department of Transportation (Caltrans).

This multiple-species habitat conservation plan (MSHCP) was designed to streamline development projects while promoting conservation of federally and state listed species and additional state non-listed species of special concern. The program's goals are to ultimately conserve over 240,000 acres of open space and 27 special-status plant and animal species indigenous to the Coachella Valley region that are either federally or state listed or that may become listed in the future. The CVMSHCP essentially standardizes mitigation and compensation measures for covered species such that projects remain compliant with FESA, CESA, and CEQA.

While the project occurs within the CVMSHCP area, it is outside the confines of any defined Conservation Areas and is considered a Covered Activity under the CVMSHCP (as identified in the Biological Technical Report [County of Riverside 2025]). Conservation Areas typically

require adherence to applicable avoidance and minimization measures as outlined in the Operations and Maintenance (O&M) manual provided by CVWD; however, since the project is outside of any Conservation Areas, these standardized measures are not required. The project receives take of species authorization through the implementation of the CVMSHCP and has coverage for the species identified under the Plan.

County of Riverside Ordinance 559

The purpose of this ordinance is to ensure that the timberlands of the County will be protected, and the ecological balance of such timberlands will be preserved by regulating the removal of living native trees on parcels or property greater than one-half acre in size and located in the unincorporated area of the County of Riverside. The ordinance intends to protect and preserve timberlands to serve the interests and provide for the welfare of the people of Riverside County.

County of Riverside General Plan

Multipurpose Open Space Element

- **Policy OS 9.3.** Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

Circulation Element

- **Policy C 20.1.** Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.

2.4.2 Discussion of Environmental Evaluation Question 2.4: Biological Resources

Information used in this section is from the *Biological Technical Report* (ICF 2025).

a) Would the project 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?

Special-status Plant Species

Less than Significant.

A literature review of the California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants and USFWS Information for Planning and Consultation database determined that 13 special-status plant species may

potentially occur within the Biological Study Area (BSA) (ICF 2025). The BSA for special-status plants included a 200-foot buffer from the LOD. Two of the 13 special-status plant species are covered under the CVMSHCP, the Coachella Valley milk-vetch and Mecca aster (*Xylorhiza cognata*). The Coachella Valley milk-vetch is also listed as federally endangered. The 11 species not covered under the CVMSHCP include: chaparral sand verbena (*Abronia villosa* var. *aurita*), Salton milk-vetch (*Astragalus crotalariae*), Lancaster milk-vetch (*Astragalus preussii* var. *laxiflorus*), gravel milk-vetch (*Astragalus sabulonum*), sand evening primrose (*Chylismia arenaria*), glandular ditaxis (*Ditaxis claryana*), California ditaxis (*Ditaxis serrata* var. *californica*), ribbed cryptantha (*Johnstonella costata*), winged cryptantha (*Johnstonella holoptera*), Torrey's box-thorn (*Lycium torreyi*), and slender cottonheads (*Nemacaulis denudata* var. *gracilis*). Although 13 special-status plant species may potentially occur within the BSA, project activities will not be taking place in the portions of the BSA with suitable habitat. Furthermore, the project LOD is mostly located within the developed roadway and between road shoulders. As such, construction will occur in areas that are, or have been, routinely disturbed from prior roadway maintenance and repairs, human activity, and agricultural operations that generally preclude rare plants from occurring. No impacts are anticipated to occur to any rare plants listed above should they be present in the BSA. A pre-construction survey (as part of **AMM BIO-1**) for biological resources (including sensitive plants) prior to construction would account for any incidental rare plants that may occur within the LOD or immediately adjacent areas.

According to the project-specific Biological Technical Report, of the 39 special-status plant species identified as generally occurring in the surrounding region of the project area, the BSA supports marginally suitable habitat for one federally listed special-status plant species and 12 non-listed special-status plant species (and all have low potential to occur within the BSA). The remaining 26 special-status plants were determined to be absent due to a lack of suitable habitat and/or soils, range constraints, or absence during field surveys. No special-status plant species were observed within the BSA during field surveys.

Special-status Wildlife Species

Less-than-Significant Impact.

A literature review of the USFWS critical habitat mapper California Natural Diversity Database and USFWS Information for Planning and Consultation database determined that 18 wildlife species may occur within the BSA. The BSA included a 200-foot buffer used for general habitat assessments for special-status wildlife species; buffers were applied from the LOD. Of the eighteen, nine are covered under the CVMSHCP, including the desert tortoise, Coachella Valley fringe-toed lizard, burrowing owl, yellow warbler (*Setophaga petechia*), crissal thrasher (*Toxostoma crissale*), Le Conte's thrasher (*Toxostoma lecontei*), western yellow bat (*Lasiurus xanthinus*), Palm Springs pocket mouse (*Perognathus longimembris bangsi*), and Palm Springs round-tailed ground squirrel (*Xerospermophilustereticaudus chlorus*). The nine species not covered under the CVMSHCP require further analysis and include: Couch's spadefoot (*Scaphiopus couchii*), flat-tailed horned lizard (*Phrynosoma mcallii*), mountain plover (*Charadrius montanus*), vermillion flycatcher (*Pyrocephalus rubinus*), Bendire's thrasher (*Toxostoma bendirei*), pallid San Diego pocket mouse (*Chaetodipus fallax pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), and American badger (*Taxidea taxus*).

Of the 35 special-status wildlife species identified as generally occurring in the surrounding region of the project area, twelve are federally and/or state-listed candidate, endangered, or threatened: monarch butterfly (*Danaus plexippus*), desert pupfish (*Cyprinodon macularius*), razorback sucker (*Xyrauchen texanus*), desert tortoise (*Gopherus agassizii*), Coachella Valley fringe-toed lizard, burrowing owl, western snowy plover (*Charadrius nivosus nivosus*), California black rail (*Laterallus jamaicensis coturniculus*), elf owl (*Micrathene whitneyi*), Yuma Ridgway's rail (*Rallus obsoletus yumanensis*), least Bell's vireo (*Vireo bellii pusillus*), and peninsular bighorn sheep (distinct population segment 2) (*Ovis canadensis nelsoni* pop. 2).

According to the project-specific Biological Technical Report (ICF, December 2025), the BSA supports marginally suitable habitat for several special-status wildlife species. Thirteen special-status wildlife species were determined to have a low potential to occur based on marginal suitability of habitat and historical records of occurrence within the project vicinity, including listed and/or candidate species such as desert tortoise and Coachella Valley fringe-toed lizard. Other special-status wildlife species determined to have a low potential to occur include flat-tailed horned lizard, mountain plover, yellow warbler, Bendire's thrasher, crissal thrasher, pallid San Diego pocket mouse, Townsend's big-eared bat, western mastiff bat, western yellow bat, Palm Springs pocket mouse, and Palm Springs round-tailed ground squirrel (please refer to the Biological Technical Report for additional details regarding special-status wildlife species with a low potential to occur). The Townsend's big-eared bat and western mastiff bat are not covered under the CVMSHCP. Implementation of a specific bat avoidance measure, as described in **AMM BIO-3**, would avoid potential impacts on this species.

Five species (discussed below) were determined to have moderate potential to occur within the BSA based on greater availability or suitability of habitat and/or more recent documentations within the project vicinity. The remaining 17 special-status wildlife species identified in the literature review were determined to be absent due to a lack of suitable habitat, range constraints, or absence of sign during surveys.

Couch's Spadefoot

The Couch's Spadefoot toad is not covered under the CVMSHCP. This California species of special concern is typically cryptic and has limited above-ground activity in arid areas typically occurring near desert washes, desert riparian, or desert scrub habitats. Their suitable habitat requires proximity to temporary pools of ponded water for breeding purposes, and this species was previously documented in 1993 less than 500-feet north of the easternmost BSA limits and additionally noted along the Union Pacific rail line near the intersection of 66th Avenue and Hammond Road in 2007. The BSA contains modified agricultural ponds and low-lying areas adjacent to agricultural fields and the Union Pacific rail line that may provide suitable breeding habitat, should these areas receive enough rainfall to produce ponded water.

As mentioned, the Couch's Spadefoot toad has the potential to occur within the BSA due to habitat suitability, known range, and prior documentation in the surrounding areas. However, the species is not expected to occur within the project's LOD and would have greater potential to occur outside of the LOD in more appropriate, less disturbed habitat. Thus, no direct impact on any individuals is anticipated. Any indirect impacts (e.g., noise, human presence) resulting from project activities are not expected to affect Couch's Spadefoot beyond existing baseline conditions, should any

individuals be present at the time of construction. Furthermore, avoidance and minimization measures **AMM BIO-1, AMM BIO-6** and **AMM BIO-7** will be included to avoid possible indirect impacts associated with construction on suitable habitat occurring within the surrounding area. No further AMMs or compensatory mitigation are necessary for this species. With the implementation of the aforementioned AMMs, impacts would be less than significant.

Burrowing Owl

Burrowing owl is covered under the CVMSHCP and is a California species of special concern. In addition, and due to its recent elevation to a state candidate endangered listing status (October 2024), this species now requires CESA take coverage if present.

Burrowing owl is known to inhabit open, dry, grasslands or scrub habitats as well as human-modified habitats like flood control channels, basins, and agricultural fields or road cuts featuring ground squirrel burrows or other suitable areas containing interstitial spaces for refuge (e.g., rip rap piles, gaps within concrete rubble, or small culverts and weep holes). During the general site assessment, it was noted that vegetation within the BSA was generally low-lying and open and suitable for burrowing owl should suitable squirrel burrows or burrow surrogates be present. While no suitable burrows were observed during the survey, there was not 100 percent visual coverage of the BSA. If suitable burrows are present or become present in the future, the habitat within the BSA would be considered suitable for burrowing owl. The species has been identified 1.5 miles to the north of the BSA in the unincorporated community of Mecca and is well documented and known to breed near agricultural areas bordering the Salton Sea to the south of the BSA.

Burrowing owls have the potential to occur within the BSA due to habitat suitability, known range, and prior documentation in the surrounding areas. Avoidance and minimization measures **AMM BIO-1, AMM BIO-6** and **AMM BIO-7** will be included to avoid possible indirect impacts associated with construction on suitable habitat occurring within the surrounding area. In addition, implementation of **AMM BIO-2** would require focused protocol surveys to identify the presence or absence of burrowing owl prior to project construction in areas to be considered habitat. No further AMMs or compensatory mitigation are necessary for this species. With the implementation of the aforementioned AMMs, impacts would be less than significant.

Vermillion Flycatcher

The Vermillion flycatcher is not covered under the CVMSHCP. This California species of special concern is known to occur in desert riparian habitat often near sources of water, such as irrigated agricultural fields, concrete ditches, golf courses, and other desert oases. Within Coachella Valley, it will occasionally nest in select riparian areas featuring cottonwood, willow, or mesquite trees in generally mesic habitats. Small portions of wetland habitat were documented in the form of agricultural ponds and flood control basins, and irrigated agricultural fields occur surrounding much of the BSA. According to the Biological Technical Report, this species is often reported along the north shore of the Salton Sea and along SR-111.

Although the Vermillion flycatcher is expected within the greater BSA, similar to other species in this discussion, it is not expected to occur within the project's LOD. The species is expected to occur outside of the LOD, in a less disturbed habitat. Thus, no direct impact on any individual is anticipated, and any indirect impacts as a result of project implementation are not expected to affect the species beyond existing baseline conditions. Furthermore, avoidance and minimization measures **AMM BIO-1, AMM BIO-6** and **AMM BIO-7** will be included to avoid possible indirect impacts associated with construction on suitable habitat occurring within the surrounding area. In addition, implementation of **AMM BIO-4** would require pre-construction nesting bird surveys be performed within three days prior to vegetation removal activities. No further AMMs or compensatory mitigation are necessary. With the implementation of the aforementioned AMMs, impacts would be less than significant.

Le Conte's Thrasher

Le Conte's thrasher is covered under the CVMSHCP and is a California species of special concern. This species is a year-round resident of sparsely vegetated flats, dunes, and desert washes featuring a high cover of Atriplex or Opuntia species. There is a high density of fields with scant vegetative cover as well as mapped communities containing Atriplex species within the BSA. According to the Biological Technical Report, this species has been identified along the north shore of the Salton Sea and at Rancho Dos Palmas, as well as being identified along Interstate 10 north of the Orocopia Mountains.

There is marginally suitable foraging and nesting habitat found within the BSA, and therefore, this species has moderate potential to occur. However, the species is expected to occur outside of the LOD, in a less disturbed habitat. Thus, no direct impact on any individual is anticipated, and any indirect impacts as a result of project implementation are not expected to affect the species beyond existing baseline conditions. Furthermore, measures **AMM BIO-1, AMM BIO-6** and **AMM BIO-7** will be included to avoid possible indirect impacts associated with construction on suitable habitat occurring within the surrounding area. In addition, implementation of **AMM BIO-4** would require pre-construction nesting bird surveys be performed within three days prior to vegetation removal activities. No further AMMs or compensatory mitigation are necessary. With the implementation of the aforementioned AMMs, impacts would be less than significant.

American Badger

The American badger is not covered under the CVMSHCP. This California species of special concern is a mammal species that prefers dry, open areas featuring shrubs or herbaceous habitats as well as friable and loose soils for burrow excavation. Desert scrub areas containing sandy and friable soils are present within the BSA. In addition, the species is known to tolerate moderate human disturbance and agricultural areas. A CNDDB record from 2001 identified this species northeast of the unincorporated community of Mecca in the foothills of the Orocopia Mountains in habitat similar to that present within the BSA. However, the species is expected to occur outside of the LOD of the project, in a less disturbed habitat. Similar to the other special-status wildlife species listed above, no direct impact on any individual is anticipated, and any indirect impacts as a result of project implementation are not expected to affect the species beyond baseline conditions. Furthermore, measures **AMM BIO-1, AMM BIO-6** and **AMM BIO-7** will be included to avoid possible indirect impacts associated with construction on suitable habitat

occurring within the surrounding area. No further AMMs or compensatory mitigation are necessary. With the implementation of the aforementioned AMMs, impacts would be less than significant.

b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

No Impact.

The project and the associated BSA occur within the unincorporated community of Mecca in Riverside County between the intersection of 2nd Street and Hammond Road and the intersection of 70th Avenue and Sea View Way. The Salton Sea is a (highly saline) lake located 1.4 miles south of the BSA and serves as an important feeding ground and stopover area for fish-eating birds migrating through the Pacific Flyway. The Orocopia Mountains are located approximately 4 miles east of the BSA and generally overlook the Salton Sea and lie in an east-west direction. The Mecca Hills Wilderness is generally further north of the BSA and west of the Orocopia Mountains, but the majority of the terrain within the BSA is rather flat and occurs outside of these mountain foothill ranges. Land uses surrounding the BSA are largely comprised of agricultural operations, with some Coachella Valley Water District water management areas in the form of drainage and retention basins immediately south and west of Hammond Road.

One sensitive natural community was identified during the CNDDB review as potentially occurring in the general project area, the Desert Fan Palm Oasis Woodland. However, this community was not present within the BSA during the field investigation on March 5, 2025. Due to the absence of riparian habitat and sensitive natural communities designated by CDFW and the CVMSHCP, no impacts on sensitive natural communities would occur, and no further action is required.

c) Would the project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-than-Significant Impact with Mitigation.

A Jurisdictional Delineation was conducted by ICF on February 19, 2025, to identify the extent of potentially jurisdictional wetland and non-wetland waters of the United States (WoUS) and waters of the State (WoS) within and adjacent to the project site. The project LOD plus a 50-foot buffer comprised the jurisdictional study area (JSA). Eight aquatic features (within the aforementioned JSA) that are potentially subject to the jurisdiction of USACE, the RWQCB, and CDFW were delineated and met the definition of CWA Section 404 and 401 WoUS and were determined to be CDFW jurisdictional under Section 1600 of the California Fish and Game Code (CFG Code). These features (noted as NWW-1 through NWW-8 in the Biological Technical Report) consisted of ephemeral sandy washes and concrete flood-control channels, and other (non-jurisdictional) features such as agricultural basins and a sports recreation field.

A total of 0.260-acre/784 linear feet of jurisdictional USACE/RWQCB non-wetland WoUS and 0.411-acre/784 linear feet of CDFW streambed would be temporarily impacted by the project. A

total of 0.037-acre/76 linear feet of USACE/RWQCB non-wetland WoUS and 0.109-acre/76 linear feet of CDFW streambed would be permanently impacted by the project. Refer to Table 2.4-1 and Table 2.4-2, below. No potential RWQCB Porter-Cologne Act WoS-only aquatic resources are mapped within the study area and no riparian vegetation subject to CDFW jurisdiction is mapped within the study area. As described in **MM BIO-8**, permanent and temporary impacts resulting from the project will require compensatory mitigation for jurisdictional waters. Final mitigation ratios will be determined in consultation with the USACE, RWQCB, and CDFW and will be at a minimum 1:1 ratio.

Table 2.4-1. Impacts on Potential USACE/RWQCB Jurisdiction within the JSA

Feature Name	Non-Wetland WoUS	
	Temporary Impacts (acres/linear feet)	Permanent Impacts (acres/linear feet)
NWW-1	--	--
NWW-2	--	--
NWW-3	0.047/87	0.026/46
NWW-4	0.004/15	--
NWW-5	0.002/25	--
NWW-6	0.001/15	--
NWW-7	0.206/642	0.011/29
NWW-8	--	--
Total	**0.260/784**	**0.037/76**

Data based on ICF GIS Calculations, December 2025. The total sum is slightly off due to rounding.
"--" indicates no impact
Source: Biological Technical Report D5-0049 Hammond Road and 70th Avenue Bike Lanes Project (ICF 2025)

Table 2.4-2. Impacts on Potential CDFW Jurisdiction within the JSA

Feature Name	Streambed	
	Temporary Impacts (acres/linear feet)	Permanent Impacts (acres/linear feet)
NWW-1	--	--
NWW-2	--	--
NWW-3	0.094/87	0.046/46
NWW-4	0.005/15	--
NWW-5	0.002/25	--
NWW-6	0.001/15	--
NWW-7	0.308/642	0.063/29
NWW-8	--	--
Total	**0.411/784**	**0.109/76**

Data based on ICF GIS Calculations, December 2025. The total sum is slightly off due to rounding.
"--" indicates no impact
Source: Biological Technical Report D5-0049 Hammond Road and 70th Avenue Bike Lanes Project (ICF 2025)

A Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented as part of project implementation to address all construction-related activities, equipment, and materials

that have the potential to impact water quality (**SM WQ-1**). The SWPPP would identify the sources of pollutants that may affect the quality of stormwater and include the construction site specific best management practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management and non-stormwater. BMPs would be implemented to the maximum extent practicable, meeting requirements in County ordinances and any subsequent permits. All appropriate BMPs would be utilized during construction and maintenance to ensure that no indirect impacts occur to the downstream system. Implementation of measure **AMM BIO-7** would further reduce impacts on State or federally protected wetlands. With implementation of **AMM BIO-7** and **MM BIO-8**, impacts would be less than significant with mitigation.

d) Would the project 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?

Less-than-Significant Impact.

Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages, but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species but inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

There are no identified wildlife movement corridors or linkages on or adjacent to the BSA. Most of the BSA is located within agricultural uses immediately surrounding Hammond Road and 70th Avenue. Some commercial development is found near the northwestern terminus of the project, near the intersections of Hammond Road and 2nd Street and Hammond Road and 66th Avenue. Sparse residential can be found near the southeastern terminus of the project and BSA. In addition, a portion of the BSA (along Hammond Road) is located within an existing railroad right-of-way. Therefore, the project would primarily be confined to existing areas that have been previously disturbed and or developed. Furthermore, according to the Coachella Valley Mountains Conservancy Exhibit A, the project footprint is not located within any CVMSHCP identified habitat conservation area (Coachella Valley Mountains Conservancy 2025) and associated linkages. Therefore, road-widening or traffic-control activities across the BSA are not anticipated to have an effect on established wildlife corridors, as none are present within the project limits, and features that potentially support wildlife movement are outside of the BSA and would not be affected by project implementation. Additionally, the project would not add vehicular lanes or otherwise increase traffic on the existing roadway.

The BSA contains suitable nesting habitat (including trees, shrubs, and ground cover) for common and special-status bird species protected under the Migratory Bird Treaty Act (MBTA). Based on the habitats present within the BSA, it is very likely that birds do make use of the onsite and surrounding habitats for nests. As the BSA contains suitable habitat to support

common nesting birds as well as potential special-status birds, pre-construction nesting bird surveys would be performed within three days prior to vegetation removal activities as part of **AMM BIO-4**. Also, evidence of mud nests (belonging to swallow species) exist under the 70th Avenue bridge near Cleveland Street. According to the project-specific Biological Technical Report, the nests are very likely active during the bird breeding season (February 1–September 1) and would require removal for the construction of the project. Therefore, implementation of **AMM BIO-5** would be required to avoid impacts on nesting swallows and prevent nesting from occurring during the breeding season at this location. With the implementation of **AMM BIO-4** and **AMM BIO-5**, this impact would be less than significant, and no compensatory mitigation is required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact.

County of Riverside Section 1 Ordinance No. 559 *Regulating the Removal of Trees* is designed to ensure that the timberlands of the County will be protected, and the ecological balance of such timberlands will be preserved. In addition, Riverside County General Plan policies; Policy OS 9.3 and Policy C 20.1, are designed to maintain, conserve and preserve native trees and vegetation.

Although nineteen vegetation communities/land cover types are located within the BSA, minimal loss to vegetation located within the project site boundaries is expected due to development primarily being located within existing roads and previously disturbed areas. These areas have been previously disturbed and no longer contain any natural plant communities or habitat that are 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, including tree preservation ordinances or policies.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact.

The Project was reviewed to determine consistency with the CVMSHCP. The CVMSHCP was designed to streamline development projects while also promoting conservation of federally and state listed species and additional state non-listed species of special concern. The program's objective is to conserve over 240,000 acres of open space and 27 special-status plant and animal species indigenous to the Coachella Valley region (including those that are currently federally, or state listed, or those that may become listed in the future). The CVMSHCP standardizes mitigation and compensation measures for covered species.

Although the project occurs within the CVMSHCP area, it is not located within any defined Conservation Areas and is considered a Covered Activity under the CVMSHCP (Section 7.1). Conservation Areas typically require adherence to applicable avoidance and minimization measures as outlined in the O&M manual provided by CVWD; however, since the project is

outside of any Conservation Areas, these standardized measures are not required. The project receives take of species authorization through the implementation of the CVMSHCP and has coverage for the species identified. Since the project is considered a Covered Activity under the MSHCP, and the County is a participant under the MSHCP, the project meets, and is consistent with, all pertinent MSHCP-related requirements. No impacts would occur.

2.4.3 Avoidance, Minimization, and Mitigation Measures

The following avoidance, minimization, and mitigation measures will be implemented to avoid or minimize potential impacts on biological resources.

AMM BIO-1 Preconstruction Survey

A qualified biologist shall conduct a preconstruction survey prior to the initial onset of vegetation clearing and ground-disturbing activities to ensure no special-status plant or wildlife species are at risk of being impacted and that sensitive biological resources are avoided appropriately. The survey should ideally be timed during the appropriate blooming period for the potential special-status plants expected to be in flower. Sensitive plants within the BSA, should they be present, will be identified and flagged in the field accordingly for avoidance as feasible prior to construction. Special-status plant species with potential to occur will be the primary focus during the preconstruction survey.

Sensitive wildlife species will be surveyed during the preconstruction survey. The survey shall be conducted prior to the start of project ground-disturbing activities and will cover, to the maximum extent possible, 100 percent of the project site and a 100-foot buffer covering the adjacent areas. Should any special-status species not covered by the CVMSHCP be identified during this survey, then consultation with the appropriate agencies (USFWS and/or CDFW) may be required to develop appropriate avoidance and minimization measures specific to the species for impact avoidance or minimization.

AMM BIO-2 Protocol Burrowing Owl Surveys

Due to the potential for burrowing owls to occur within the project vicinity, protocol surveys for the presence or absence of burrowing owl should be completed prior to project construction. An accepted survey protocol methodology (e.g., CDFW 2012 protocol) will be adhered to, which will involve, at minimum, a focused burrow survey and mapping to 500-feet from the project limits of disturbance, and four protocol survey visits at identified burrows to confirm the presence or absence of burrowing owl. Should burrowing owls be confirmed present, then the appropriate avoidance measures, mitigation methods, and reporting as identified in the Staff Report on Burrowing Owl Mitigation will be adhered to. An Incidental Take Permit may be required if impacts to burrowing owl are unavoidable. In addition, a pre-construction survey for burrowing owl should occur at least 30 days in advance of project construction activities, and if burrowing owl are detected within the project site, then appropriate avoidance and minimization measures shall be used to avoid adverse impacts.

AMM BIO-3 Tree Roosting Bat Avoidance

If tree removal or trimming is required, large trees and snags should be examined by a qualified bat biologist to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 1–September 1) to avoid potential mortality to flightless young. If trimming or removal of mature trees and snags is necessary for project construction, trimming or removal activities should be performed outside of the general bat maternity season (i.e., April 1–September 1) to avoid direct effects to nonvolant (flightless) young that may roost in trees within the LOD. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist will monitor tree removal unless nighttime surveys conducted within one week of removal indicate no tree-roosting bat activity within the LOD. The two-step frond removal and trimming method should be followed during tree trimming or removal:

- Day 1: One must only trim the outermost fronds (no more than 50 percent of the palm fronds) using hand tools or chainsaws only (i.e., no dozers, backhoes, cranes, or other heavy equipment, other than to provide access for tree cutters using chainsaws).
- Day 2: The palm tree must be felled. Day 2 activities must occur the day immediately following the Day 1 activities. To accomplish this, work may need to be phased and Day 1 / Day 2 steps can be repeated. Should bats emerge during the tree trimming, trimming activities must temporarily cease at the individual tree until bats are no longer actively emerging from the tree.

AMM BIO-4 Preconstruction Nesting Bird Surveys

Vegetation clearing should be performed outside of the breeding bird season, as feasible. If vegetation clearing is to occur during the breeding season for passerine birds (i.e., February 1– September 1) or raptors (i.e., January 1–September 1), a designated biologist will conduct a preconstruction survey of construction areas and an appropriate buffer (up to 300 feet for passerine birds and up to 500 feet for raptors) no more than 72 hours prior to construction activities to identify the locations of avian nests. If nesting activities or active nests are discovered in suitable habitat within or directly adjacent to construction areas, an appropriate buffer will be clearly marked in the field by construction personnel under the guidance of the biologist and no construction will take place within this buffer until the nest is no longer active. If the designated biologist determines that construction activities are disturbing or disrupting nesting activities, then they will notify the inspector, who has the authority to halt construction to reduce the noise and/or disturbance to the nests. If construction noise is minimal the designated biologist will be able to decrease the buffer as needed. Nesting bird habitat within the BSA will be resurveyed during the breeding bird season if there is a lapse in construction activities longer than seven days.

AMM BIO-5 Swallow Nest Removal and Exclusion Efforts.

Swallow nesting habitat at the 70th Avenue bridge over the concrete-lined channel adjacent to Cleveland Avenue will be cleared of all swallow nests prior to any work conducted between February 1 and September 1. Swallow nests will be removed under the guidance of a qualified biologist prior to February 1 before swallows return to the nesting site. Prior to the removal of nests, the qualified biologist will inspect and ensure that no bats are roosting

in the nests. Removal of swallow nests that are under construction must be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is installed, such as netting or a similar mechanism that prevents swallows from building nests. Nest removal and exclusion device installation will be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows until September 1 or completion of construction.

AMM BIO-6 Biological Training.

A qualified biologist will conduct a training session for project and construction personnel prior to grading or staging. The training will include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA) and the MSHCP, the need to adhere to the provisions of the acts and the MSHCP, the penalties associated with violating the provisions of the acts, and the general measures that are being implemented to conserve the species of concern as they relate to the project.

AMM BIO-7 Construction Limits and ESA Fencing.

Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the project and will be fully fenced or staked and specified in the construction plans. Construction limits adjacent to Environmentally Sensitive Areas (ESAs) will be demarcated using ESA fencing (e.g., orange snow fencing, silt fencing, signage). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor until the completion of all construction activities. Employees will be instructed that their activities are restricted to the construction areas. Access to sites will be from pre-existing access routes to the greatest extent possible.

MM BIO-8 Aquatic Resource Impact Compensation.

Permanent and temporary impacts resulting from the project will require compensatory mitigation for jurisdictional waters. Compensation can be a combination of enhancement, restoration, and/or rehabilitation. Compensation can also occur through the option of permittee-responsible on- or off- site mitigation and will be determined in consultation with the USACE, RWQCB and CDFW during the permitting phase. Final mitigation ratios will be determined in consultation with the USACE, RWQCB, and CDFW and will be at a minimum 1:1 ratio. Applications for permits (404, 401, 1602) will be submitted following adoption of the Final IS/MND.

2.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

2.5.1 Regulatory Setting

Historical resources are considered under CEQA, as well as PRC Section 5024.1, which established the California Register of Historical Resources (CRHR). PRC Section 5024 requires State agencies to identify and protect State-owned resources that meet the National Register of Historic Places (NRHP) listing criteria.

2.5.2 Discussion of Environmental Evaluation Question 2.5: Cultural Resources

The information used in this section is from the *Cultural Resources Inventory and Evaluation Report D5-0049 Hammond Road and 70th Avenue Bike Lanes Project, Mecca, California* (ICF 2025).

The archaeological study area for the project was established as the project's LOD. The built-environment study area for the project was established as the archaeological study area as well as parcels that contain buildings or structures 45 years old or older within 50 feet of the public right-of-way along Hammond Road and 70th Avenue within the project area.

A records search was conducted as part of the Cultural Resources Inventory and Evaluation Report via the South Coastal Information Center (SCIC) on December 23, 2024 (response was received by ICF on May 13, 2025). The records search included the 59.4-acre archaeological study area and a quarter-mile radius buffer[4]. A total of 22 cultural resources studies were identified within the search radius, 7 of which overlap with the study area. In addition, search results indicated that 24 previously recorded cultural resources are located within the quarter-

[4] As stated in the Cultural Resources Inventory and Evaluation Report: *Based on previous knowledge of the current Project's vicinity, a quarter-mile radius is sufficient to capture all known cultural resources that could be relevant, including those visible above ground or recorded in previous studies. The nature of the Project components would have minimal to no impacts on built environment resources more than quarter-mile away. Additionally, the project's location within an existing, previously disturbed right-of-way significantly reduces the likelihood of encountering intact, buried cultural resources that may have survived previous ground disturbance.*

mile radius of the study area. However, none of the previously recorded resources are located within the study area.

The records review included a search of the Sacred Lands File by the Native American Heritage Commission (NAHC). ICF contacted the NAHC on December 23, 2024, and the NAHC responded on January 16, 2025, stating that the Sacred Lands File search was negative for Native American cultural resources within the region of the study area. Furthermore, the County of Riverside mailed letters on January 30, 2025 to five tribal representatives inviting them to formal consultation as part of Assembly Bill (AB) 52 requirements. The County received no responses within the 30-day response window specified in AB 52 initial consultation letter. Furthermore, no tribal representative accepted or declined the invitation when the County of Riverside followed up by email on April 8 and 9, 2025, respectively. Thus, the County of Riverside's AB 52 consultation obligations were considered fulfilled for the project.

An archaeological pedestrian survey was also conducted. No cultural resources were identified during the pedestrian survey. The Cultural Resources Inventory and Evaluation Report noted that the study area has high levels of ground disturbance due to local development including agriculture, residential pads, and commercial buildings. Consequently, due to the relatively shallow depth of excavation proposed by the project, the negative results of the survey, and the high level of prior disturbance (associated with being adjacent to the roadway), the archaeological sensitivity of the (archaeological) study area was considered low. Conversely, the built-environmental intensive-level pedestrian survey identified six built environment resources 45 years old or older in the study area. Subsequently, Secretary of the Interior's (SOI) qualified architectural historians evaluated the six resources and concluded that none of them qualifies for listing in the CRHR. As such, the six built environment resources did not qualify as historical resources under CEQA.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less-than-Significant Impact.

Determining the significance of impacts on archaeological and historical resources is provided in State CEQA Guidelines Section 15064.5. According to CEQA, a project that causes a *substantial adverse change* in the significance of a *historical resource* or a *unique archaeological* resource has a significant effect on the environment (State CEQA Guidelines 15064.5, PRC Section 21083.2).

CEQA defines a substantial adverse change as follows.

- Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired; or
- Demolition or material alteration in an adverse manner of the physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or

- Demolition or material alteration in an adverse manner of the physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolition or material alteration in an adverse manner of the physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by the lead agency.

Public agencies must treat any cultural resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant (14 California Code of Regulations 15064.5). A historic resource is considered significant if it meets the definition of a historical resource (as defined in PRC Section 5020.1(j)) or unique archaeological resource (as defined in PRC Section 21083.2).

The records search did not identify cultural resources within the study area. Conversely, the built-environmental intensive-level pedestrian survey identified six built-environment resources within the study area. However, all six built environment resources were identified as ineligible for the CRHR and are therefore not considered historical resources as defined by CEQA.

No previously recorded resources were identified in the records search within the study area. The results of the Sacred Lands File search were negative, and the pedestrian survey was negative for archaeological resources. As mentioned, built-environment resources were identified but are ineligible for the CRHR and thus, are not considered historical resources per CEQA. Therefore, the results suggest that the project is unlikely to encounter buried archaeological resources and unlikely to have an adverse impact on cultural resources or tribal cultural resources (TCRs).

Although it appears no cultural resources would be directly affected by project activities, there is always a possibility of encountering unanticipated buried archaeological materials during subsurface excavations. Avoidance, Minimization, and Mitigation Measures **AMM CR-1 and AMM CR-2**, as discussed in Section 2.5.3, below, will be implemented during project construction to avoid potential adverse impacts on previously undocumented cultural resources or human remains in the event of an unanticipated discovery. Impacts are considered less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact.

Statistical Research, Inc. (SRI), recorded a total of nine road segments (in 2012) along SR-111, south of the project's archaeological study area. According to the information obtained, these sites were identified as having the potential to extend beyond SRI's recorded boundaries and into the project's archaeological study area. According to a review of historic topographic maps of the region, the roads are historic in age and have acted as access between towns, around agricultural fields, and to private residences. Based on further analysis, of the nine road

segments, the historic alignments of five of the roads extend through the archaeological study area: P-33-020897 (CA-RIV-10821), P-33-020898 (CA-RIV-10822), P-33-020899 (CA-RIV-10823), P-33-020900 (CA-RIV-10824), and P-33-020924 (CA-RIV-10850). Additional details regarding the aforementioned historic-age road alignments can be found in section 6.1 *Archaeological Resources* of the project-specific Cultural Resources Inventory and Evaluation Report. Upon review, none of the five historic-age road alignments were considered to have significance potential.[5] The Cultural Resources Inventory and Evaluation Report concluded that they have no potential to meet CRHR significance criteria and no potential to qualify as historical resources for the purposes of CEQA. Additionally, and as noted previously, no other archaeological resources were identified to be CRHR eligible.

As mentioned, there is always a possibility of encountering unanticipated buried archaeological materials during subsurface excavations. **AMM CR-1** and **AMM CR-2** will be implemented during project construction to avoid potential adverse impacts on previously undocumented cultural resources or human remains in the event of an unanticipated discovery. Impacts would be less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less-than-Significant Impact.

There are no known human burial grounds within or near the project area and there is a low potential for human remains to be encountered during construction. **AMM CR-2** will be implemented and would include steps for compliance with applicable State laws in the unlikely event that human remains are discovered during ground-disturbing construction activities. Impacts are considered less than significant.

2.5.3 Avoidance, Minimization, and Mitigation Measures

The following measures will be implemented to avoid or minimize potential impacts should cultural resources or human remains be unexpectedly discovered during construction.

AMM CR-1

If prehistoric- or historic-era archaeological resources are encountered anywhere during project construction, work in the area must halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation and/or treatment measures.

[5] To have significance potential, streets and roadways must be downtown "main streets" or commercial strips that are part of potential historic districts, neighborhood streets with design attributes that could contribute to a potential residential historic district, current or former state or U.S. highway segments, or paved segments of early trails important in regional history.

AMM CR-2

In the event that human remains are discovered during construction at any time, the following provisions apply:

1. All construction activity will immediately be halted within 60 feet of the discovery. The County will be informed and will then immediately contact the Riverside County Coroner and the qualified archaeologist, if not already present. The coroner will have 2 working days to inspect the remains after receiving notification. During this time, all remains, associated soils, and artifacts will remain in situ and will be protected from public viewing. The County will take appropriate measures to protect the discovery site from disturbance during any negotiations. This may include restricting access to the discovery site and the need to hire 24-hour security.

2. In accordance with State Health and Safety Code Section 7050.5, if human remains are encountered no further disturbance will occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American and not under the coroner's jurisdiction, within 24 hours the coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the County, the MLD may inspect the site of the discovery. The MLD will complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Work will be suspended within a 100-foot radius of the remains until the MLD's recommendations are implemented.

3. The qualified archaeologist will work with the MLD in regard to the treatment of the remains and all associated funerary objects and will ensure that any identified human remains will be secured while they are left in place and while treatment decisions are in progress. No photographs will be taken of the remains and information concerning the discovery will not be disclosed pursuant to the specific exemption set forth in California Government Code Section 6254.5(e).

4. The County will relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all Native American archaeological artifacts and non-human remains found within County ROW through one or more of the following methods and provide evidence of same:

    1) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This will include measures and provisions to protect the future reburial area from any future impacts. Reburial will not occur until all cataloguing and basic recordation have been completed.

    2) A curation agreement with an appropriately qualified repository within Riverside County that meets federal standards per 36 CFR 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records will be transferred, including

title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

3) Should reburial of collected cultural items be preferred, it will not occur until after a Monitoring Report/Data Recovery Report has been submitted to the County. Should curation be preferred, the County is responsible for all costs and the repository and curation method will be described in the Data Recovery Report.

5. Artifacts found outside the County ROW are not subject to the requirements listed above in Section 4 of this measure and may be relinquished to the tribe(s) by the property owner for suitable curation or ownership. It is the responsibility of the tribe(s) to come to an agreement with the property owner.

6. According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the County and MLD are in disagreement regarding the disposition of the remains, State law will apply, and the median and decision process will occur with the NAHC (see PRC Sections 5097.98(e) and 5097.94(k)).

2.6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

2.6.1 Regulatory Setting

The study area for energy resources is Riverside County. This section describes the energy demand in the study area and the impacts on energy demand that could result from construction and operation of the project. The energy resources evaluated in this section include petroleum fuels, which include gasoline and diesel. Energy modeling inputs, assumptions, and results are contained in Appendix B. Construction and operation of the project is not anticipated to result in consumption of electricity and natural gas resources sourced from local utilities.

2.6.2 Discussion of Environmental Evaluation Question 2.7: Energy

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact.

Construction

The short-term construction of the project would require the consumption of energy resources at the project site and within the project area. The project would require the use of nonrenewable energy resources in the form of fossil fuels used to operate equipment and to fuel vehicle trips during construction. Diesel and gasoline fuels would be consumed during the project's construction activities. Energy expenditures during construction would be temporary, lasting for approximately 16 months. Construction would not result in wasteful or inefficient use of energy. Table 2.6-1 shows energy fuel consumption during construction. Construction fuel consumption represents total fuel use over the 16-month construction period.

Table 2.6-1. Project Construction – Annual Petroleum Consumption

Source	Diesel (gallons)	Gasoline (gallons)
Off-road Equipment	223,332	–
Haul Trucks	6,284	–
Vendor Trucks	5,659	–
Workers	–	24,964
Total Fuel Consumption	235,276	24,964

Source: Energy calculations are provided in Appendix B.

During the project's construction period, diesel and gasoline would be used to fuel the onsite construction equipment as well as offsite haul trucks, vendor trucks, and worker automobiles. Construction of the project would consume an estimated 235,276 gallons of diesel and 24,964 gallons of gasoline. In Riverside County, approximately 267,000,000 gallons of diesel and approximately 966,000,000 gallons of gasoline are consumed annually (California Energy Commission [CEC] 2025). The project's petroleum consumption was extrapolated to an annual basis to allow comparison to the annual petroleum consumption in Riverside County. Interpolated annually, the project would consume diesel at a rate of 176,699 gallons per year and gasoline at a rate of 18,748 gallons per year, assuming a construction duration of 18 months. Under the modeled scenario, the project's diesel consumption would represent 0.066 percent of Riverside County annual usage, and gasoline consumption would represent 0.002 percent of Riverside County annual usage. Energy consumed during project construction would be minimal, and impacts would be less than significant. Additionally, construction of the project would not result in the wasteful, inefficient, or unnecessary use of energy and would not conflict with any state or local energy plans. Therefore, no impacts related to energy would occur under CEQA.

Operation

Upon project completion, energy consumption in the project area would not increase. The project involves construction of a 5-foot bike lane and 4-foot buffer in each direction. The project would not generate any operational energy impacts. Therefore, no impacts would occur and no mitigation would be required.

b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact.

The County of Riverside, which has jurisdiction at the project site, has not implemented local plans to specifically address renewable energy or energy efficiency. However, in 2019, the County of Riverside approved its 2019 Climate Action Plan Update (2019 CAP), which aims to improve energy efficiency and mitigate greenhouse gas (GHG) emissions in Riverside County (County of Riverside 2019). The 2019 CAP is the applicable climate action plan for the project.[6]

[6] In March 2025, the County of Riverside released its 2025 Climate Action Plan Update (2025 CAP) for public review. However, as the 2025 CAP has not been approved by the County of Riverside and therefore is not applicable to the project.

Because the project is consistent with the measures of the 2019 CAP to expand bike routes across Riverside County, the project is consistent with the 2019 CAP. In 2015, the County of Riverside adopted its first Climate Action Plan (2015 CAP), which provides local GHG-reduction measures to support the City's GHG-reduction goals (County of Riverside 2015). The project is consistent with the GHG-reduction measures outlined by the 2015 CAP to expand bicycle infrastructure. Therefore, the project is consistent with the 2015 CAP. In addition, equipment and vehicles associated with construction of the project would be subject to fuel standards at the state and federal levels. Therefore, the project would not conflict with or obstruct a State or local plan adopted for the purpose of increasing the amount of renewable energy or energy efficiency. Consequently, no direct, indirect, or cumulative project impacts would occur, and no mitigation measures are required.

2.6.3 Avoidance, Minimization, or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

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2.7 Geology, Soils, and Paleontological Resources

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

2.7.1 Regulatory Setting

State

Alquist-Priolo Earthquake Fault Zoning Act

The 1972 Alquist–Priolo Earthquake Fault Zoning Act requires the State Geologist to delineate Earthquake Fault Zones (EFZs) along known active faults in California. The Act also requires building setbacks to be established from the trace of an active fault. EFZs must meet the requirements of being "sufficiently active" (i.e., evidence of movement within the last approximate 11,000 years) and "well-defined" (i.e., detectable by a trained geologist). It is known that faults often rupture along a complex zone that may include the movement of multiple fault splays/strands rather than of a single fault strand. The EFZs are intended to be sufficiently wide enough on both sides of a known active fault trace to encompass unknown splays/strands of a fault. The purpose of the Alquist–Priolo Earthquake Fault Zoning Act is to prohibit the location of new structures for human occupancy from being located on active faults.

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act was passed in 1990 and went into effect in 1991. The act addresses issues related to earthquake hazards from non-surface fault rupture, including hazards related to liquefaction and seismically induced landslides. The purpose of the Seismic Hazards Mapping Act is to identify and map seismic hazards, intended for use by cities and counties when preparing the safety elements of their general plans, thereby encouraging land use management policies and regulations that will reduce damage from seismic hazards. The act has resulted in the preparation of maps that delineate Liquefaction Zones and Earthquake-Induced Landslide Zones of Required Investigation.

State of California Geological Survey

The California Geological Survey (CGS) (formerly the California Division of Mines and Geology [CDMG]) identifies earth resource issues that should be taken into consideration when evaluating a project for geologic hazards, particularly related to earthquake damage. Consideration includes the potential for existing geologic conditions to affect the project, as well as the potential for the project to affect the existing geologic and soil conditions by creating or exacerbating a geologic hazard. The CGS provides web based applications that identify areas prone to geologic hazards (e.g. Landslide Inventory, Earthquake Zones of Required Investigation).The CGS establishes regulations related to geologic hazards, including faulting, liquefaction, seismically induced landslides, and ground shaking, as they affect people and structures. These regulations include the Alquist–Priolo Earthquake Fault Zone Act and the Seismic Hazards Mapping Program. The CGS also issues guidelines for the evaluation of geologic and seismic factors that may affect a project or that may be affected by a project. Each guideline provides checklists and outlines to ensure a comprehensive report of geologic and seismic conditions. Although not mandatory in all their detail, the guidelines aid in assuring completeness of geologic and seismic studies conducted for a project.

California Building Standards Code

The California Building Standards Commission (Commission) is responsible for coordinating, managing, adopting, and approving building codes in the state of California. The State of California provides minimum standards for building design through the California Building Code (CBC), a component of the California Building Standards Code (codified under CCR Title 24). The CBC regulate structural design, structural tests and inspections, and soils and foundations. The CBC applies to building design and construction in the state and is based on the federal Uniform Building Code (UBC), which is used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC, which has been modified for California conditions, contains numerous provisions that are more stringent than those in the UBC because of California's seismic and environmental conditions. According to Section 1613 of the CBC, "[e]very structure, and portion thereof, including nonstructural components that are permanently attached to structures and their supports and attachments, will be designed and constructed to resist the effects of earthquake motions in accordance with ASCE 7."

California Public Resources Code

California PRC Section 5097.5 prohibits excavation or removal of any:

> vertebrate paleontological site, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on publicly owned lands to preserve or record paleontological resources.

Public lands include lands owned by or under the jurisdiction of the state or any city, county, district, authority, or public corporation or any agency thereof. Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Regional and Local

County of Riverside

County of Riverside General Plan, Safety Element

- Policy S 2.1: Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions
  - c) Require that infrastructure systems, such as energy, communications, and transportation infrastructure be designed to resist, without failure to the extent feasible, their crossing of a fault, should fault rupture occur.

County of Riverside General Plan, Multipurpose Open Space Element

- Policy OS 19.6: Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8 [of the Riverside County General Plan], a paleontological resource impact mitigation program (PRIMP) shall be filed with the Riverside County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.
- Policy OS 19.7: Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8 [of the Riverside County General Plan], no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the Riverside County Geologist shall be notified and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.
- Policy OS 19.8: Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8 [of the Riverside County General Plan], a report shall be filed with the Riverside County Geologist documenting the extent and potential significance of the paleontological resources prior to approval of that department.

- Policy OS 19.9: Whenever paleontological resources are found, the Riverside County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center [WSC] in the City of Hemet.

2.7.2 Discussion of Environmental Evaluation Question 2.7: Geology and Soils

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a.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.

Less-than-Significant Impact.

Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. The San Andreas fault[7] and San Andreas Fault Zone traverse the southeastern terminus of the project footprint in the town of North Shore in a northwest-to-southeast manner (California Geological Survey 2025). The fault zone is depicted as coming from the northwest, between the unincorporated community of Mecca and the Mecca Hills Wilderness to the east and continuing southeast along the eastern boundary of the Salton Sea until it reaches Bombay Beach.

The project would widen Hammond Road and 70th Avenue to provide new bike lanes (with buffers) in each direction. Improvements would also include a bridge modification, modified/new culverts, modification to utilities, new roadway signage and striping features, and the modification of pedestrian facilities and thus, would not include the addition of any new structures meant for short-term or long-term human occupancy, nor does it contain features that would directly or indirectly cause or intensify effects associated with fault rupture. Cyclists would use the project's facilities in the area traversed by the San Andreas Fault; however, usage would be temporary as they bike through the area. Thus, potential impacts on people would be negligible. Furthermore, the project would (as applicable) adhere to the current CBC, County of Riverside General Plan, Safety Element (County of Riverside 2024) policies, other applicable local ordinances, and laws regulating construction. Impacts would be less than significant.

a.ii) Strong seismic ground shaking?

Less-than-Significant Impact.

The San Andreas Fault Zone traverses the southeast terminus of the project (California Geological Survey 2025). In addition, the fault zone runs northwest-to-southeast to the east of the remainder of the project footprint (its furthest point being approximately 4.88 miles away in

[7] The San Andreas fault is a right-lateral, strike-slip fault and considered the boundary between the North American Plate and the Pacific. It extends from Northern California southward to Cajon Pass near San Bernardino. The San Andreas is the "master" fault of an intricate fault network that cuts through rocks of the California coastal region. The entire San Andreas fault system is more than 800 miles long and extends to depths of at least 10 miles within the Earth.

the unincorporated community of Mecca). Therefore, potential seismic activity hazards exist throughout the project area. As discussed in Threshold VII.a.i, no structures intended for human occupation would be built and project usage would be temporary (during use by cyclists and pedestrians), therefore, the potential risk to people is considered negligible. In addition, the project involves the implementation of new bike lanes (along with associated modifications and construction of support features) and thus does not contain features that would directly or indirectly cause or intensify effects of seismic ground shaking. Furthermore, the project would adhere to the current CBC, County of Riverside General Plan, Safety Element policies, other applicable local ordinances, and laws regulating construction (as required). Therefore, impacts related to seismic ground shaking would be less than significant.

a.iii) Seismically related ground failure, including liquefaction?

No Impact.

Liquefaction occurs when saturated, low-density loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction more often occurs in areas underlain by silts and fine sands and where shallow groundwater exists. Factors known to influence liquefaction potential include the composition and thickness of the soil layers, grain size, relative density, groundwater level, degree of saturation, and both the intensity and duration of ground shaking. According to the California Geological Survey's *Earthquake Zones of Required Investigation* (California Geological Survey 2025), the project site is not located in an area that is susceptible to liquefaction. Also, the project involves the implementation of new bike lanes (along with support features) and thus, would not include construction of any structures intended for permanent human occupation. The project would adhere to the current CBC, County of Riverside General Plan, Safety Element policies, other applicable local ordinances, and laws regulating construction (as required), further reducing any potential for impacts related to seismically related ground failure, including liquefaction. No impact would occur.

a.iv) Landslides?

No Impact.

Landslides, slope failures, and mudflows generally occur where slopes are steep and/or earth materials are too weak to support themselves. Earthquake-induced landslides may also occur because of seismic ground shaking. However, the site is not within a CGS *Earthquake Zone of Required Investigation* for landslides (California Geological Survey 2025). Given the nature of the project (i.e., new bike lanes along with associated support features) and the generally flat topography in the project area, landslides are not considered to be a significant risk. Moreover, as stated previously, the project would adhere to the updated (and current) CBC as well as County of Riverside General Plan, Safety Element policies, applicable local ordinances, and laws regulating construction, further reducing risks associated with potential seismically induced phenomena. No impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact.

Erosion is a condition that could adversely affect development on any site. Construction activities could exacerbate erosion conditions by exposing soils and adding water to the soil from irrigation and runoff from new impervious surfaces. Any project involving grading an area greater than 1 acre (or less than 1 acre but part of a larger common plan of development) would be required to obtain NPDES coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ (Construction General Permit [CGP]) (SWRCB 2022). Construction activities covered under the CGP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation. The CGP would require development and implementation of a SWPPP that includes BMPs to regulate stormwater runoff, including measures to prevent soil erosion and loss of topsoil. Compliance with permit requirements, along with implementation of BMPs, would minimize the erosion potential. Impacts would be less than significant.

c) Would the project 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?

No Impact.

For a detailed discussion of landslide and liquefaction hazards, see Thresholds VII.a.iii and VII.a.iv, above.

As mentioned under Threshold VII.a.iii, the project site is not located in an area susceptible to liquefaction. As such, secondary effects (that may result due to liquefiable conditions) such as seismically induced settlement and lateral spreading are unlikely to occur as well.

Land subsidence is a gradual settling or sudden sinking of the Earth's surface, owing to subsurface movement of earth materials. The principal causes of subsidence are aquifer-system compaction, drainage within organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost. According to the U.S. Geological Survey (USGS) *Areas of Land Subsidence in California* map, the majority of the project site is located within the Coachella Valley area of land subsidence[8], an area historically/currently known to be prone to subsidence. The Coachella Valley area covers the entirety of the project footprint with exception of its southeastern terminus beyond Cleveland Street (along 70th Avenue). However, data from the Coachella Valley Water District and USGS led monitoring program suggests that areas of significant subsidence risk are located to the northeast of the project, within the

[8] According to the USGS, groundwater has been an important source of agricultural, municipal, and domestic water supplies in the Coachella Valley since the 1920s. Pumping of groundwater resulted in water-level declines of as much as 50 feet between the early 1920s and the late 1940's before the importation of Colorado River water in 1949. As a result, pumping of groundwater was reduced, and water levels recovered during the 1950s through the 1970s. Since the 1970s, the demand for water has exceeded the deliveries of imported surface water to the area, and groundwater levels have been declining, resulting in subsurface conditions that can result in subsidence events. As a result, the Coachella Valley Water District, in cooperation with the U.S. Geological Survey, established a program for monitoring land subsidence in the lower Coachella Valley.

communities of La Quinta, Indian Wells and Palm Desert (USGS 2018). Additionally, and as stated previously, the project would adhere to the updated (and current) CBC as well as County of Riverside General Plan, Safety Element policies, applicable local ordinances, and laws regulating construction, further reducing risks associated with any potentially unstable geologic units or soils. No impact would occur.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact.

Expansive soils expand when they get wet and shrink as they dry out. Upward pressure can increase when these expansive soils swell, which may result in detrimental effects for structures and surface improvements if not property mitigated. According to information reviewed through the NRCS Web Soil Survey (NRCS 2019), near-surface soils located on-site (the majority being comprised of Myoma fine sand and Coachella fine sand) are expected to have low plasticity characteristics (due to low clay content) making them unlikely to exhibit expansive behavior. Furthermore, given the nature of the project (i.e., new bike lanes along with associated support features), expansive soils are not considered to be a significant risk. Moreover, the project would adhere to the updated (and current) CBC as well as County of Riverside General Plan, Safety Element policies, applicable local ordinances, and laws regulating construction, further reducing risks associated with expansive soils. No impact would occur.

e) Would the project 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?

No Impact.

Implementation of the project would not include facilities that would require the use of septic systems or alternative wastewater disposal systems. Therefore, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact.

Paleontological resources are the fossilized biotic remains of ancient environments. They are valuable for the information they yield about the history of the earth and its past ecological settings. The project would widen Hammond Road and 70th Avenue to provide new bike lanes, and thus, would not require substantial soil disturbance, nor would it include soil disturbance at depths that would typically contain a unique paleontological resource. Additionally, and given the prior ground disturbance within the project footprint, any superficial paleontological resources that could have existed at one time have likely been previously unearthed by past activities. Although encountering paleontological resources is unlikely, according to the Multipurpose Open Space Element of the County of Riverside General Plan (County of Riverside 2015), the project is located within areas of Paleontological Sensitivity (Figure OS-8),

specifically in areas classified as High (A) and Undetermined. In order to address the potential for discovery of paleontological resources, should they be uncovered during construction, a Paleontological Mitigation Plan (PMP) as part of Avoidance, Minimization, and Mitigation Measure **AMM GEO-1**, will be prepared prior to any ground disturbance at the project site. Should paleontological resources be unearthed unexpectedly during construction, the PMP will be implemented. With implementation of **AMM GEO-1,** impacts would be less than significant.

2.7.3 Avoidance, Minimization, and Mitigation Measures

The following measure will be implemented to address potential paleontological resource impacts should they be unearthed unexpectedly during construction.

AMM GEO-1

Prior to any ground disturbance at the project site, a PMP will be prepared by a qualified professional paleontologist. Should paleontological resources be unearthed unexpectedly during construction, the PMP will be implemented. The PMP will follow the guidelines and recommendations of the Society of Vertebrate Paleontology. The PMP details the requirements for paleontological monitoring:

- Having a qualified paleontologist consult with the grading and excavation contractors.
- Paleontological monitoring for ground-disturbing activities in areas mapped at the surface as late to middle Pleistocene-age old alluvial fan deposits (Qofg).
- The paleontological monitor has the authority to temporarily halt or redirect construction or grading work to evaluate potential paleontological resources. When work is halted or redirected, the Principal Paleontologist shall be contacted immediately, and shall implement the notification, documentation, evaluation, and treatment procedures outlined in the PMP as expeditiously as possible to avoid potential project delays.
- Having a qualified paleontologist or paleontological monitor salvage and recover paleontological resources should any be discovered.
- Monitors will document the progress of construction through photography, field notes, and GPS mapping.
- Completing a final summary report of the findings and significance of any salvaged or recovered paleontological resource.

2.8 Greenhouse Gas Emissions

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

2.8.1 Regulatory Setting

This section describes GHG emissions in the study area and impacts on GHG emissions that could result from construction and operation of the project. GHG modeling inputs, assumptions, and results are contained in Appendix B. The study area for this resource is generally defined as Riverside County and the state of California, although GHG emissions and climate change are a global issue.

The primary GHGs of concern associated with the project are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Principal characteristics of these pollutants are discussed below.

Carbon dioxide enters the atmosphere through fossil fuels (oil, natural gas, and coal) combustion, solid waste decomposition, plant and animal respiration, and chemical reactions (e.g., manufacture of cement). CO_2 is also removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle.

Methane is emitted during the production and transport of coal, natural gas, and oil. CH_4 emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal solid waste landfills.

Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Table 2.8-1 lists the global warming potential of CO_2, CH_4, and N_2O and their lifetimes in the atmosphere.

Table 2.8-1. Lifetimes and Global Warming Potentials of Key Greenhouse Gases

Greenhouse Gas	Global Warming Potential (100 years)	Lifetime (years)[a]
CO_2	1	50–200
CH_4	25	9–15
N_2O	298	121

Source: CARB 2025.
[a] Defined as the half-life of the gas.

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

State

State Legislative Reduction Targets

Senate Bill (SB) 32 requires the state to reduce emissions to 40 percent below the 1990 level by 2030. AB 1279 requires California to achieve net zero GHG emissions (i.e., reach a balance between the GHGs emitted and removed from the atmosphere) no later than 2045 and to achieve and maintain net negative GHG emissions from then on. It also mandates an 85 percent reduction in statewide anthropogenic GHG emissions (from 1990 levels) by 2045. SB 1203 requires state agencies aim to achieve net-zero GHG emissions resulting from their operations no later than 2035, or as soon as feasible thereafter.

The State's plans to reach these targets are presented in periodic scoping plans. CARB (2017) adopted the 2017 Climate Change Scoping Plan in November 2017 to meet the GHG reduction requirement set forth in SB 32. It proposes continuing the major programs of the previous Scoping Plan, including Cap-and-Trade Regulation; low carbon fuel standards; more efficient cars, trucks, and freight movement; Renewables Portfolio Standard (RPS); and reducing methane emissions from agricultural and other wastes. CARB (2022a) adopted the 2022 Scoping Plan for Achieving Carbon Neutrality in November 2022 to identify a technologically feasible, cost-effective and equity-focused path to achieve carbon neutrality by 2045, pursuant to AB 1279. The 2022 Scoping Plan extends and expands upon GHG reduction measures of the previous Scoping Plans and includes additional measures to capture and store atmospheric carbon through the state's natural and working lands and using a variety of mechanical approaches. The plan also assesses the State's progress towards meeting the GHG emissions reduction goal called for in SB 32.

Vehicle Efficiency and Zero-Emission Standards

AB 1493 (Pavley I) required CARB to develop and implement regulations to reduce automobile and light-truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the model year 2009. Additional strengthening of the Pavley standards (referred to previously as Pavley II and now referred to as the Advanced Clean Cars measure) was adopted for vehicle model years 2017–2025 in 2012. Together, the two standards are expected to increase average fuel economy to roughly 54.5 miles per gallon in 2025.

In August 2022, the CARB Board members voted to approve the Advanced Clean Cars II proposal, which will dramatically reduce emissions from passenger cars for model years 2026 through 2035. The requires an increasing proportion of new vehicles to be zero-emission vehicles, with the goal of 100 percent zero emission vehicles for new vehicles sold by 2035 (CARB 2022b).

CARB also adopted the Advanced Clean Truck Regulation to accelerate a large-scale transition of zero-emission medium-and-heavy-duty vehicles. The regulation requires the sale of zero-emission medium-and-heavy-duty vehicles as an increasing percentage of total annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales. By 2045, every new medium-and-heavy-duty truck sold in California will be zero-emission. Large employers including retailers, manufacturers, brokers, and others are required to report information about shipments and shuttle services to better ensure that fleets purchase available zero-emission trucks.

On June 17, 2025, President Trump signed resolutions to revoke the EPA granted waivers for Advanced Clean Cars I, Advanced Clean Cars II, and the Advanced Clean Truck Regulation. Although these actions are being challenged in court, these three emission rules cannot be enforced until these legal challenges are resolved.

Low Carbon Fuel Standard

With EO S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California in 2007. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 20 percent by 2030.

Legislation Associated with Energy Generation

The state passed legislation that requires increasing use of renewables to produce electricity for consumers. Specifically, California utilities are required to generate 52 percent of their electricity from renewables by 2027 (SB 100), 60 percent by 2030 (SB 100), 95 percent by 2035 (SB 1020), 95 percent by 2040 (SB 1020), and 100 percent by 2045 (SB 100/SB 1020). SB 1020 also requires state agencies to rely on 100 percent renewable energy and zero-carbon resources to serve their own facilities by 2030.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008) became effective in January 2009. This law requires CARB to develop regional reduction targets for GHG emissions and prompts the creation of regional land use and transportation plans to reduce emissions from passenger vehicle use throughout the state. The targets apply to the regions in the state covered by California's 18 metropolitan planning organizations. The 18 metropolitan planning organizations have been tasked with creating the regional land use and transportation plans called SCS. The metropolitan planning organizations are required to develop the SCS through integrated land use and transportation planning and to demonstrate an ability to attain the proposed reduction targets by 2020 and 2035. This would be accomplished through either the financially constrained SCS as part of its RTP or through an unconstrained alternative planning strategy. If regions develop integrated land use, housing, and transportation plans that meet the SB 375 targets, new projects in these regions can benefit from certain streamlining benefits under CEQA.

Pursuant to SB 375, CARB appointed a Regional Targets Advisory Committee in January 2009 to provide recommendations on factors to be considered and methodologies to be used in CARB's target-setting process. The committee was required to provide a report of its

recommendations to CARB by September. The report included relevant issues, such as data needs, modeling techniques, growth forecasts, jobs-housing balance, interregional travel, various land use/transportation issues affecting GHG emissions, and overall issues relating to setting these targets. CARB adopted the final targets in September 2010. CARB must update the regional targets every 8 years (or 4 years if it so chooses), consistent with each metropolitan planning organization update of its RTP. The targets were last revised in March 2018.

Local

South Coast Air Quality Management District

SCAQMD has primary responsibility for development and implementation of rules and regulations to attain the NAAQS and CAAQS as well as permitting new or modified sources, developing AQMPs, and adopting and enforcing air pollution regulations within the Basin. CARB's Scoping Plans do not provide an explicit role for local air districts with respect to implementing the reduction goals of SB 32 and AB 32, but CARB does state that it will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting but also through their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents.

On December 5, 2008, the SCAQMD Governing Board considered draft GHG guidance and adopted a staff proposal for an interim GHG significance threshold of 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for industrial permitting projects where SCAQMD is the lead agency. The board letter, resolution, interim GHG significance threshold, draft guidance document, and attachments can be found under Board Agenda Item 31 of the December 5, 2008, Governing Board Meeting Agenda (SCAQMD 2008). In its draft guidance document, SCAQMD included evidence and rationale for developing thresholds, specifically citing State CEQA Guidelines Section 15064.7(a) ("each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects") and Subsection (b) ("Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule or regulation, and developed through a public review process and be supported by substantial evidence"). SCAQMD developed thresholds for stationary sources as well as for land use development projects. SCAQMD's recommended GHG significance threshold underwent a public review process as part of stakeholder working group meetings that were open to the public. The draft guidance document provides the supporting analysis and methodology for developing the GHG significance thresholds for stationary sources as well as for land use development projects. After completion of the public process, the proposed interim thresholds for land use development projects were brought to SCAQMD's Governing Board but were not formally adopted, while the threshold involving industrial permitting projects where SCAQMD is lead agency was adopted.

For industrial process, SCAQMD has formally adopted a 10,000 $MTCO_2e$ threshold for industrial (permitted) facilities where SCAQMD is the lead agency. This industrial source threshold is not appropriate for use on the project because it is not associated with industrial processes.

SCAQMD noted that the proposed interim GHG significance thresholds for evaluation of land use development projects was only a recommendation for lead agencies and not a mandatory requirement. The GHG significance threshold may be used at the discretion of the local lead agency. The draft GHG guidance identified a tiered approach for determining the significance of GHG emissions, one of which included the use of numerical screening thresholds. With respect to numerical GHG significance thresholds, SCAQMD proposed two different approaches to be taken by lead agencies when analyzing GHG emissions:

- Option #1 includes using separate numerical thresholds for residential projects (3,500 $MTCO_2e$ per year), commercial projects (1,400 $MTCO_2e$ per year), and mixed-use projects (3,000 $MTCO_2e$ per year).

- Option #2 uses a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$ per year. SCAQMD's most recent recommendation per its September 2010 meeting minutes is to use option #2.

Riverside County General Plan

The Riverside County General Plan includes several policies relevant to GHG emissions and the project.

Land Use Element

- LU 3.1a: Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
- LU 28.5: Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths into new communities and developments to provide both connections within each community and linkages with surrounding features and communities.
- LU 32.9: Integrate pedestrian, equestrian and bicycle-friendly street and trail networks connecting community centers with surrounding land uses (County of Riverside 2021).

Circulation Element

- C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.
- C 17.2: Require bicycle access between proposed developments and other parts of the Riverside County trail system through dedication of easements and construction of bicycle access ways (County of Riverside 2020).

Air Quality Element

- AQ 14.1: Emphasize the use of high occupancy vehicle lanes, light rail and bus routes, and pedestrian and bicycle facilities when using transportation facility development to improve mobility and air quality.
- AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments (County of Riverside 2018).

Riverside County Climate Action Plan

The 2015 County of Riverside CAP (County of Riverside 2015) was updated in 2019.[9] The 2019 CAP describes the County of Riverside's commitment to mitigate the impacts of climate change and establish climate resiliency (County of Riverside 2019). The 2019 CAP aims to reduce GHG emissions by 49 percent by 2030 and 80 percent by 2050 (from 2008 levels). The 2019 CAP analyzed strategies that reduce GHG emissions by using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes. The 2019 CAP also assessed existing legislation and guidance from local, regional, state, and federal entities and completed an inventory of all new and/or existing emission-reducing policies. In total, full implementation of the 2019 CAP would help the County of Riverside avoid more than 2,982,947 $MTCO_2e$ emissions annually by 2050 (County of Riverside 2019).

To reach the GHG-reduction goals outlined in the 2019 CAP, the County of Riverside must implement local GHG-reduction measures in addition to the state efforts to reduce GHG emissions within the county. Such local measures encourage energy efficiency and renewable energy, development and penetration of zero-emission vehicles, water conservation, and increased waste diversion. In additional to local government, efforts at the local business and community levels would be required to achieve the GHG-reduction targets.

The 2019 CAP defines a project-level GHG significance threshold of 3,000 $MTCO_2e$ per year as the standard to identify which projects will have a less-than-significant effect on the County of Riverside's ability to achieve the GHG-reduction goals outlined in the 2019 CAP. If a project exceeds the significance threshold of 3,000 $MTCO_2e$ per year, the 2019 CAP requires that a project-specific technical analysis be completed to quantify and mitigate project emissions. However, the 2019 CAP further requires that projects generating less than 3,000 $MTCO_2e$ per year must adhere to the following measures to have a less-than-significant GHG impact:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and
- Water conservation measures that match CALGreen in effect as of January 2017.

[9] In March 2025, the County of Riverside released its 2025 Climate Action Plan Update (2025 CAP) for public review (County of Riverside 2025). However, as the 2025 CAP has not been approved by the County of Riverside and therefore is not applicable to the project.

Greenhouse Gas Threshold

Although SCAQMD has not promulgated a mandatory quantitative GHG emissions threshold for land use projects to adhere to, the County of Riverside followed SCAQMD's recommendation for the use of a single numerical threshold of 3,000 $MTCO_2e$ per year in the requirements set forth by the 2019 CAP. The 2019 CAP uses the GHG emissions screening threshold of 3,000 $MTCO_2e$ per year to define small projects that, when combined with the modest efficiency measures, are considered less than significant and do not need to use the screening tables or alternative GHG mitigation analysis described in the 2019 CAP. Therefore, the 3,000 $MTCO_2e$-per-year threshold has been adopted for this analysis.

A consistency analysis is provided in the impact section below to evaluate the project's consistency with the County of Riverside's 2019 CAP and CARB's 2022 Scoping Plan (CARB 2022a).

Note that GHGs and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis herein analyzes the cumulative contribution of project-related GHG emissions.

2.8.2 Discussion of Environmental Evaluation Question 2.8: Greenhouse Gas Emissions

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No Impact.

Construction

Construction of the project would result in temporary generation of GHG emissions related to off-road equipment use and on-road vehicle operations. As mentioned previously, GHG emissions are measured exclusively as cumulative impacts; therefore, the project's construction emissions are considered part of the total GHG emissions of the project. It is assumed the project would have a lifetime of 30 years, consistent with SCAQMD guidance (SCAQMD 2008). Therefore, the project's construction emissions are amortized over a 30-year period.

Table 2.8-2, below, shows GHG emissions related to construction of the project. As shown, construction of the project is estimated to generate a total of approximately 2,602 $MTCO_2e$ over the construction period. When amortized over the 30-year operational period, the project's construction GHG emissions would be approximately 86.7 $MTCO_2e$ per year. Because construction emission sources would cease once construction is complete, construction emissions are considered short term.

Table 2.8-2. Estimated Short-term Construction-related GHG Emissions

Construction Years	Estimated GHG Emissions ($MTCO_2e$)[a]
2026	633
2027	1,969
Total Construction Emissions	2,602
Annual Construction Emissions (Amortized over 30 years)	86.7

Source: Emissions modeling using CalEEMod methodology (Appendix B).
[a] Totals may not add due to rounding.

Amortized over the 30-year operational period, the project would generate approximately 86.7 $MTCO_2e$ per year. Therefore, the project would be substantially below the 2019 CAP's GHG threshold of 3,000 $MTCO_2e$ per year, and no impacts would occur.

Operation

Upon project completion, GHG emissions in the project area would not increase. The project involves construction of a 5-foot bike lane and 4-foot buffer in each direction. The project would not generate any operational GHG impacts. Therefore, no impacts would occur and no mitigation would be required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact.

As discussed below, the project would not conflict with the state's 2022 Scoping Plan or the County of Riverside's 2019 CAP. Therefore, the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.

2022 Scoping Plan Consistency

AB 32, SB 32, and AB 1279 outline the state's GHG emission-reduction targets for 2020, 2030, and 2045, respectively. In 2008 and 2014, CARB adopted the Scoping Plan and First Update, respectively, as a framework for achieving the emission-reduction targets in AB 32. The Scoping Plan and First Update outline a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions as directed by AB 32. In 2017, CARB adopted the 2017 Scoping Plan as a framework to achieve the 2030 GHG reduction goal described in SB 32. Most recently, in November 2022, CARB adopted the 2022 Scoping Plan, which extends and expands upon these earlier plans with a target of achieving carbon neutrality by 2045 and reducing statewide GHG emissions to 85 percent below 1990 levels, as directed by AB 1279. The 2022 Scoping Plan builds upon GHG reduction measures of the previous Scoping Plans and includes additional measures to capture and store atmospheric carbon through the state's natural and working lands and using a variety of mechanical approaches. By incorporating GHG emission reduction and carbon capture methods, the 2022 Scoping Plan identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 (CARB 2022a). Because the project is expected to be in operation by 2025, the statewide GHG emission reduction target for 2045 is the statutory statewide milestone target applicable to the project.

Based on CARB's 2022 Scoping Plan, the 2045 milestone of reducing anthropogenic GHG emissions to 85 percent below 1990 levels requires an aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been implemented by the previous Scoping Plans. The 2022 Scoping Plan indicates that reductions would need to come in the form of changes pertaining to transportation emissions, changes pertaining to sources of electricity and increased energy efficiency at existing facilities, and state and local plans, policies, or regulations that will lower GHG emissions relative to business-as-usual conditions. The 2022 Scoping Plan carries forward GHG-reduction measures from the 2017 Scoping Plan and the 2014 First Update as well as new potential measures to help achieve the state's 2045 target across all sectors of the California economy, including transportation, energy, and industry. The project supports the 2022 Scoping Plan priority GHG reduction strategy for vehicle miles traveled (VMT) reduction, as it increases public access to clean mobility options, which includes bicycle infrastructure. As such, the project would be consistent with the applicable policies from the 2022 Scoping Plan. As the project would be consistent with these applicable policies, implementation of the project would not conflict with the statewide GHG target for 2030 mandated by SB 32 or the statewide GHG target for 2045 mandated by AB 1279.

County of Riverside Climate Action Plan Consistency

The 2019 CAP defines a project-level GHG significance threshold of 3,000 $MTCO_2e$ per year as the standard to identify which projects will have a less-than-significant effect on the County of Riverside's ability to achieve the GHG-reduction goals outlined in the 2019 CAP. As shown in Table 2.8-2, the project's construction emissions would not exceed 3,000 $MTCO_2e$ per year, and the project would not result in operational GHG emissions. In addition, the 2017 Title 24 and 2017 California Green Building Standards Code (CALGreen) measures required by the 2019 CAP would not be applicable to the project. Therefore, the project would be consistent with GHG emission-reduction goals of the 2019 CAP and no impacts would occur.

2.8.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

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2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
IX. 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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires??	☐	☐	☐	☒

2.9.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as Superfund, is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for cradle-to-grave regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act

- Occupational Safety and Health Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

The State of California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is authorized by the federal government to implement the RCRA in the State. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Act restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could affect ground and surface water quality. California regulations that address waste management and prevention and contamination clean-up include Title 22, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste, Title 23, Waters, and Title 27, Environmental Protection. Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment.

2.9.2 Discussion of Environmental Evaluation Question 2.9: Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact.

Construction activities associated with the project would involve routine transport, use, and disposal of hazardous materials such as solvents, paints, oils, and grease, materials that are typically used in construction projects. Such transport, use, and disposal would be in compliance with applicable regulations, such as those mentioned under section 2.9.1 *Regulatory Setting* above. Applicable regulations cover hazardous materials–related topics such as proper personal protective equipment and the transport, handling, and disposal of hazardous materials, among others.

Although solvents, paints, oils, grease, fuel, and other materials would be transported, used, and disposed of during the construction of the project, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. Moreover, these hazardous materials are generally used in small amounts, and any potential construction-related hazardous releases or emissions would be from commonly used materials, such as those previously mentioned, and would not include substances listed in 40 Code of Federal Regulations 355, Appendix A: *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Releases involving common construction hazardous materials would be small and localized, and spills that may occur would be contained and cleaned up according to the material's applicable safety data sheet (SDS) in the appropriate manner. A hazardous material SDS would include accidental release cleanup measures such as appropriate techniques for neutralization, decontamination, cleaning, or vacuuming and the types of adsorbent materials to use.

The project would widen Hammond Road and 70th Avenue to provide new bike lanes in each direction. Improvements would also include a bridge modification, modified/new culverts, modification to utilities, new roadway signage and striping features, and the modification of pedestrian facilities. Thus, long term hazardous materials use would be minimal, and would be associated with the maintenance of the proposed improvements. All hazardous materials use would follow relevant regulations, and any spills involving these materials would be small and would be localized and cleaned up as they occur. Impacts would be less than significant.

b) Would the project 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?

Less-than-Significant Impact.

An environmental database search was conducted by ICF in October 2025 using the state water board's *GeoTracker* (SWRCB 2025), the Department of Toxic Substances Control's (DTSC's) *EnviroStor* (DTSC 2025), and the California Environmental Protection Agency's (CalEPA's) Cortese List Data Resources (CalEPA 2025). No listings were identified in any of the aforementioned databases within the project footprint. Several hazardous material sites with a history of environmental releases were identified offsite and within a 0.25-mile radius of the project footprint (sites within this radius were analyzed because they are the most likely to have a deleterious effect on the project). Sites identified within 0.25-mile radius of the project were identified as state water board leaking underground storage tank (LUST) cleanup sites and DTSC cleanup sites. All sites identified were listed with a *No Action Required*, *Inactive*, or as *Completed-Case Closed* status with the exception of one LUST site. The active site was listed as the former Mecca Chevron at 91200 Highway 195 (66th Avenue) in the unincorporated community of Mecca. The site was listed with an *Open - Site Assessment as of 11/20/2015* status. According to the December 5th, 2024, *Phase II Environmental Site Assessment Report Eleven Parcels Northwest of Intersection of 66th Avenue and Date Palm Street, Mecca, California* (obtained via GeoTracker) (Stantec 2024), the parcels formerly occupied by the former Mecca Chevron Station have an open Colorado River Basin Regional Water Quality Control Board (CRBRWQCB) case with known petroleum hydrocarbon and VOC impacts on soil, groundwater, and soil vapor. Potential onsite sources of contaminants include a former UST, as well as two former dispensers and hoist areas. Depth to groundwater onsite has been recorded between 4.62 and 8.39 feet below ground surface (ft bgs) with a groundwater flow direction to the west-southwest, and towards the project footprint. Based on its findings, the Phase II ESA recommended additional site investigations to further characterize onsite conditions. Remediation activities within the former Mecca Chevron site are ongoing.

As excavations associated with the project are expected to occur outside of the former Mecca Chevron footprint, potential impacts associated with the disturbance of contaminated soil (and soil vapor) is not expected (potential soil and soil vapor impacts generally occur within the source site and do not typically migrate off-site). Furthermore, excavations adjacent to the site would consist of a two feet maximum depth (for new pavement) and thus are too shallow to encounter the potentially contaminated groundwater.

The project is expected to take right-of-way in some areas currently (and historically) being used for agriculture. As such, the potential for exposure to pesticides and herbicides exists, particularly where soil disturbance is set to occur in these areas. Implementation of a Soil Management Plan (SMP) as part of **AMM HAZ-1** would be required to minimize potential exposure to agricultural chemical contaminants in soil. Details are included below in section 2.9.3 *Avoidance, Minimization, and Mitigation Measures.*

Additionally, the Cleveland Street/Coachella Channel bridge will be demolished as part of the project. The bridge was constructed in 1954 and thus, hazardous building materials are expected to be encountered during demolition. As such, asbestos containing materials (ACM) and lead-based paint (LBP) surveys as part of **AMM HAZ-2** would be required prior to demolition. The surveys would provide protocols for the proper handling and disposal of the materials, should they be discovered. Moreover, and given the nature of the project, roadway paint is likely to be removed during the proposed bike lane and roadway improvements. If roadway paint is handled during construction activities, implementation of **AMM HAZ-3** would also be required.

With the implementation of the aforementioned AMMs, impacts associated with a significant hazard to the public or the environment involving reasonably foreseeable upset conditions or the disturbance of existing hazardous material during construction of the project would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Impact.

The closest schools to the project site are North Shore Elementary School at 96-100 70th Avenue (0.1 mile immediately north and adjacent of the project LOD), Saul Martinez Elementary School at 65705 Johnson Street, Mecca (0.9 mile west of the project LOD), and Mecca Elementary School at 65250 Coahuilla Street, Mecca (0.4 mile north of the project LOD).

Although North Shore Elementary School is immediately adjacent to and near the project site, no significant impacts are expected related to the handling of hazardous materials or wastes. As stated under Response (a), routine transport, use, disposal of hazardous materials during construction of the project will be done in compliance with applicable regulations, such as those discussed in Section 2.9.1, *Regulatory Setting*. In addition, as discussed under Response (b), other hazardous waste and materials that may be encountered during project construction activities, such as unknown hazards and site contamination, construction-generated hazardous waste, PCBs, yellow paint and thermoplastic striping would be avoided with implementation of **AMM HAZ-1** through **AMM HAZ-3**. Impacts would be less than significant.

d) Would the project 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?

No Impact.

As mentioned under Threshold IX.b), an environmental database search was conducted in October 2025 using *GeoTracker* (SWRCB 2025), *EnviroStor* (DTSC 2025), and the Cortese List Data Resources (CalEPA 2025). The search did not identify any environmental database listings *within* the project footprint, including those that would be categorized as Cortese sites. Thus, implementation of the project would not create a significant hazard to the public or the environment as a result of being located on a Cortese List site. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact.

The project is not located within an existing airport land use plan and there are no airports within 2 miles of the project. The closest airports are Jacqueline Cochran Regional Airport, approximately 5.4 miles to the northwest, and Palm Springs International Airport, approximately 29.3 miles to the northwest as well. No impact would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact.

Project development would not include any permanent changes to existing public roadways that would inhibit emergency access to the project site or surrounding area. The project consists of new bike lanes with associated support features. As such, it is possible that construction activity associated with the project could affect emergency response or evacuation plans due to temporary construction barricades or other roadway obstructions that could impede emergency access on-site. However, any delays affecting emergency response in the project area will be addressed through implementation of a project-specific Traffic Control Plan (as part of **SM TR-1** and described in detail under section 2.17.3 *Avoidance, Minimization, and Mitigation Measures*). The TCP is designed to maintain traffic flow throughout the project area and the surrounding areas, thus providing a safe environment for the project's workforce, motorists, and pedestrians. In addition, the County's public affairs will also communicate with emergency service responders on any potential detours and/or closures during construction. With the implementation of a TCP, potential impacts on response times during construction would be reduced. Therefore, emergency response access or emergency evacuation plan routes would not be impeded significantly during construction. Furthermore, the project would not involve any permanent features that would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan in the project area on a long-term basis. Impacts would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact.

The project site is in a sparsely developed area connecting the communities of Mecca and North Shore. Land uses surrounding the project site are mostly agricultural, with the exception of the project footprint's northwestern and southeastern terminus, which are comprised of mostly commercial and residential use with vacant land intermixed (vacant lots mixed with residential use are located primarily in North Shore). According to the California Department of Forestry and Fire Protection's (CAL FIRE's) *Fire Hazard Severity Zones in Local Responsibility Area* map (as part of the Fire Hazard Severity Zone Viewer) (CAL FIRE 2025), the southeastern portion of the project site (located within North Shore) is within a *Moderate* Fire Hazard Severity Zone. However, the project would not include the addition of any new structures meant for short-term or long-term human occupancy. Cyclists and/or pedestrians would use the project's facilities in the area that overlaps with the fire hazard severity zone; however, usage would be temporary as they ride/walk through the area, and thus, potential impacts on people would be negligible. Also, and due to the nature of the project, it does not contain any features expected to create or exacerbate wildfire risks of any nature. No impact would occur.

2.9.3 Avoidance, Minimization, and Mitigation Measures

AMM HAZ-1: Prepare a Soil Management Plan Prior to Construction.

The County shall retain the services of a qualified environmental engineering firm to prepare and implement, during site preparation, grading, and excavation activities, the necessary SMP for the area covered by the project. The SMP shall be designed to protect human health of construction workers, the public, and the environment during site preparation, grading, and excavation activities by including protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on the site and any areas of off-site work during site preparation and grading activities. The SMP shall also ensure the proper characterization, management, and/or disposal of contaminated environmental media that is above applicable Environmental Screening Levels (ESLs) by recommending additional sampling activities (as necessary), including profile sampling for proper disposal. The SMP shall be prepared by a commercial environmental engineering firm with demonstrated expertise and experience in the preparation of SMP and shall be stamped by an appropriately licensed professional. The SMP shall be implemented by the applicant and the applicable construction contractor throughout ground-disturbing work, particularly within areas used currently and historically for agriculture.

The SMP shall also establish protocols and measures for addressing the discovery of presently unknown environmental conditions or subsurface structures such as sumps or wells. These protocols and measures could include (but are not limited to):

- Notification of applicable oversight agency such as the County of Riverside, the State Water Resources Control Board, etc.

- Decontamination and decommissioning of the subsurface structure under guidance of the applicable oversight agency.

- Sampling (soil, soil vapor, and/or groundwater) to evaluate potential impacts to subsurface and to determine proper disposal of impacted materials.

If the environmental engineering firm subsequently identifies the need for further sampling, the project applicant shall implement this, and any other requirements identified in the SMP. The contractor shall notify and coordinate implementation of the SMP with the County of Riverside. If directed by the County, the contractor shall conduct additional site investigation and characterization prior to construction to ensure that hazardous materials in onsite media do not exceed applicable regulatory thresholds.

AMM HAZ-2: Hazardous Building Materials Surveys.

Prior to demolition of the Cleveland Street/Coachella Channel bridge, ACM and LBP surveys will be conducted by a qualified contractor to determine the presence of these materials. If discovered on-site, abatement will be conducted in accordance with South Coast Air Quality Management District Rule 1403 and any other applicable laws prior to demolition. In addition, if underground utilities, pipelines, or associated pieces of subsurface infrastructure are accidentally disturbed during construction, the exposed feature will be surveyed for asbestos content prior to being handled. Surveying and abatement of the material (if discovered) will also be conducted by a certified specialist in accordance with all applicable laws.

AMM HAZ-3: Handling of Roadway Paint.

As construction activities are expected to result in the removal of yellow or white paint or thermoplastic traffic stripes, the age of the traffic striping will be determined. If appropriate, the material will be sampled prior to removal, and if lead and/or chromium is present in the materials at or above the hazardous waste levels, it will be disposed of at a permitted disposal facility. In addition, a project-specific lead compliance plan (LCP) will be required to prevent or minimize worker exposure to lead while handling materials containing lead, per Title 8, California Code of Regulations, Section 1532.1, Lead.

Also, during construction, **SM TR-1: Traffic Control Plan**, detailed in Section 2.17, *Transportation*, will be implemented to ensure adequate emergency access.

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2.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) 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; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

2.10.1 Regulatory Setting

The CWA makes the addition of pollutants to waters of the United States from any point source unlawful unless the discharge is in compliance with a NPDES permit. The CWA also directs dischargers of stormwater from municipal, industrial, and construction point sources to comply with the NPDES permit scheme. In California, SWRCB and the Regional Water Quality Control Boards (Regional Water Boards) are responsible for ensuring implementation and compliance with the provisions of the CWA. The following are important CWA sections.

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines for all surface water of the United States.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the CWA. This certification is most frequently required in tandem with a Section 404 permit request (see below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the United States. Regional Water Boards administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial and construction sources and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers.

National Flood Insurance Act

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 were enacted to reduce the need for flood protection structures and limit disaster relief costs by restricting development in floodplains. The Federal Emergency Management Agency (FEMA) administers programs associated with these acts. One of FEMA's duties is to administer the National Floodplain Insurance Program and develop standards for fluvial and coastal floodplain delineation. The National Floodplain Insurance Program is a federal program that enables property owners in participating communities to purchase insurance to protect against flood losses in exchange for state and community floodplain management regulations in order to reduce future flood damages.

State

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act provides the legal basis for water quality regulation within California. This act requires a Report of Waste Discharge for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for state surface or groundwater resources. Waters of the state include groundwater and surface waters not considered waters of the United States. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs), which may be required even when the discharge is already permitted or exempt under the CWA. SWRCB and the Regional Water Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and are included in the applicable Regional Water Board Basin Plan. In California, Regional Water Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses.

Water quality in surface and groundwater bodies is regulated by State Water Board and the Regional Water Boards. The project site is under the jurisdiction of the Colorado River Basin Regional Water Board. The Colorado River Basin Regional Water Board implements the Water Quality Control Plan for the Colorado River Basin (Basin Plan), a master policy document for managing water quality in the region. The Basin Plan specifies the beneficial uses that apply to the project area. Once beneficial uses are designated, appropriate water quality objectives can be established, and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems

CWA Section 402 mandates permits for municipal stormwater discharges, which are regulated under the NPDES General Permit for MS4s. Phase I MS4 regulations cover municipalities with more than 100,000 residents, certain industrial processes, and construction activities that disturb an area of 5 acres or more. Phase II "small" MS4 regulations require stormwater management plans to be developed by municipalities with fewer than 100,000 residents and for construction activities that disturb 1 or more acres of land. The State Water Board adopted a Statewide Phase II Small MS4 General Permit in 2013 to efficiently regulate discharges from numerous qualifying small MS4s under a single permit. Small MS4s are categorized as either "traditional" or "non-traditional." Traditional MS4s operate throughout a community. Non-traditional MS4s are similar to traditional MS4s but operate as a distinct facility. Most non-traditional MS4s in California are not designated as having to comply with the Statewide Phase II Small MS4 General Permit, although the State Water Board reserves the right to allow the Regional Water Boards to regulate through due process any single non-traditional MS4 if it deemed necessary. Two different MS4 permits apply to the project – the Riverside County MS4 Permit and the Phase I MS4 permit for the Whitewater River Watershed. The current Riverside County MS4 Permit is Order No. R8-2010-0033 (NPDES Permit No. CAS618033). The Santa Ana Regional Water Board is proposing to adopt a single MS4 permit for all the counties and cities in the Santa Ana River watershed, including Riverside County. The Regional Water Board has one Phase I MS4 permit for the Whitewater River Watershed (R7-2013-0011, NPDES No. CAS617002). A small portion of the of the project is within the jurisdiction of the Whitewater River Watershed MS4.

Construction General Permit

The Construction General Permit (Order No. 2022-0057-DWQ) issued by State Water Board regulates stormwater discharges from construction sites that have a disturbed soil area of 1 acre or greater. Construction activity that results in soil disturbances of less than 1 acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity, as determined by the Regional Water Board. Operators of regulated construction sites are required to develop stormwater pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

Construction General Permit Risk Level Assessment

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the risk level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring; and before construction and after construction, aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. A Water Pollution Control Plan is necessary for projects with a disturbed soil area (DSA) of less than 1 acre.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act of 2014 (SGMA) is a comprehensive three-bill package that Governor Jerry Brown signed into California state law in September 2014. The SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention only if necessary, to protect the resource. The plan is intended to ensure a reliable groundwater water supply for California for years to come. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSA), which are required to adopt groundwater sustainability plans (GSPs) to manage the sustainability of groundwater basins. GSAs for all high- and medium-priority basins, as identified by the Department of Water Resources (DWR), must adopt a GSP, or submit an alternative to a GSP. The SGMA also requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. GSPs for high- and medium-priority basins are due to DWR by January 31, 2022; however, GSPs for critically over-drafted high- and medium-priority basins were due to DWR by January 31, 2020. The project overlies the Coachella Valley Groundwater Basin - Indio Subbasin, which is designated as a medium-priority basin and subject to the SGMA.

The four water agencies in the Indio Subbasin – Coachella Valley Water District, Desert Water Agency, Coachella Water Authority, and Indio Water Authority – are collaborating to manage the Indio Subbasin under SGMA. The four water agencies located within the Indio Subbasin have formed the Indio Subbasin GSAs. These agencies are each exclusive GSAs that oversee and manage portions of the Indio Subbasin that overlay each of their respective service areas. These agencies led the development of the 2022 Indio Subbasin Water Management Plan Update: SGMA Alternative Plan. The final Alternative Plan Update was adopted and submitted to DWR in December 2021. The project is within the Coachella Valley Water District. Currently, the 2022 Indio Subbasin Alternative Plan is under review to determine if groundwater management efforts are effective and that the plan continues to meet regulatory and local objectives. The updated plan will be submitted to the California Department of Water Resources by January 1, 2027.

2.10.2 Discussion of Environmental Evaluation Question 2.10: Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact.

Construction activities associated with the project include ground-disturbing activities such as grading and vegetation clearing. Ground-disturbing activities and runoff from work areas could cause soil erosion and sedimentation, reducing water quality. The potential impacts on water quality are related to sediment and sediment-bound pollutants that may be mobilized into drainages structures or other waterbodies. Additionally, hazardous materials (e.g., gasoline, oils, grease, and lubricants) from construction equipment could be accidently released during construction. Accidental discharge of hazardous materials to surface waters during construction could temporarily adversely affect water quality or result in a violation of water quality standards. Contaminants from construction vehicles and equipment and sediment from soil

erosion could increase the pollutant load in runoff being transported to receiving waters. Because the project would disturb more than 1 acre, the project would comply with the requirements of the Construction General Permit (Order No. 2022-0057-DWQ) including preparation and implementation of a SWPPP, as described under **SM WQ-1**.

The SWPPP would detail the construction-phase erosion and sediment control BMPs and the housekeeping measures for control of contaminants. Erosion control BMPs include source control measures, such as wetting of dry and dusty surfaces to prevent fugitive dust emissions and effective soil cover (e.g., geotextiles, straw mulch, and hydroseeding) for inactive areas and finished slopes to prevent sediments from being dislodged by wind, rain, or flowing water. Sediment control BMPs would include measures such as installation of fiber rolls and sediment basins to capture and remove particles that have already been dislodged. The SWPPP would establish good housekeeping measures such as construction vehicle storage and maintenance, handling procedures for hazardous materials, and waste management BMPs, which would include procedural and structural measures to prevent the release of wastes and materials used at the site. The SWPPP also would detail spill prevention and control measures to identify the proper storage and handling techniques of fuels and lubricants, and the procedures to follow in the event of a spill.

Dewatering may be required during construction such as pile driving. In the event that groundwater is encountered during construction, dewatering would be conducted on a one-time or temporary basis. The Construction General Permit includes dewatering activities as authorized non-stormwater discharges, provided that dischargers prove the quality of water to be adequate and not likely to affect beneficial uses. However, groundwater sampling and/or treatment may be required to ensure compliance with applicable construction dewatering discharge permitting. If contaminated groundwater is encountered, compliance with discharge sampling, monitoring, and reporting requirements is also required. If it is found that the groundwater does not meet water quality standards, it must either be treated prior to discharge so that all applicable water quality objectives (as designated in the Basin Plan) are met or hauled off-site for treatment and disposal at an appropriate waste treatment facility that is permitted to receive such water.

The project would widen the existing bridge. Stormwater would be conveyed via deck drains, curbs, and gutters. However, stormwater treatment BMPs are not proposed. Roadway runoff would continue to drain and infiltrate into the unpaved shoulders. Potential impacts would be reduced from operational and maintenance activities because design of the project would comply with the requirements of the NPDES permit and Waste Discharge Requirements for the County of Riverside's MS4 Permit. All Project activities would also be subject to existing federal and State regulatory requirements and would act in accordance with related regulatory agency guidelines and meet the goals and objectives of the County's General Plan. During Project operation, the project would also be required to meet all applicable water quality objectives for surface waters and groundwater contained in the Water Quality Control Plan for the Colorado River Basin (Basin Plan). Therefore, construction and operational activities would not violate water quality standards or waste discharge requirements. No impacts on water quality would occur.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact.

The project is within the Coachella Valley Groundwater Basin - Indio Subbasin. There would be minimal areas of additional impervious surface added. Implementation of the project would result in an increase of 17 acres of impervious surface cover (26 percent new impervious cover compared to existing conditions). Recharge in the area would continue to occur through infiltration of precipitation. Widening the existing bridge over Wasteway No. 1 Coachella Valley Stormwater Channel is expected to result in ten piles. Dewatering may be required during construction such as pile driving. In the event that groundwater is encountered during construction, dewatering would be conducted on a one-time or temporary basis. Dewatering during construction would not result in a significant impact on groundwater recharge or result in depletion of groundwater supplies. There is no intention to use surface water or groundwater for construction activities or Project operation, and no permanent groundwater pumping is required. The Project's minimal use of water would not deplete or interfere with groundwater supply or recharge or impede sustainable groundwater management of the basin. Therefore, no impacts on groundwater supplies or recharge would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

c.i) Result in substantial erosion or siltation on- or off-site?

c.ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant.

During construction, existing drainage patterns could temporarily be altered through minor grading, potentially resulting in temporary erosion. Construction BMPs would be implemented to manage runoff and potential erosion, as identified in the SWPPP and in compliance with the Construction General Permit. Good housekeeping practices identified in the SWPPP would prevent runoff and contain associated sediment. As a result, excess soil disturbance would be minimized, and associated soil erosion and siltation impacts would also be reduced.

The project would widen the existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel. However, the sloped walls of Wasteway No. 1 Coachella Valley Stormwater Channel are concreted. To support the widened structure, ten piles are expected in the sloped walls of the channel. However, the channel is hard-bottomed and bridge widening is not expected to change the flow rate of the channel. During construction, standard erosion control BMPs would be implemented to minimize the potential for erosion. Because the channel is fully concrete lined in both the existing and proposed conditions, erosion and siltation are not a concern during the operational phase of the project.

Implementation of the project would result in an increase of approximately 17 acres of impervious surface cover; therefore, the project is anticipated to result in an increase in stormwater runoff volumes. However, intermittent sheet flow would continue across the travel way, as it does in the existing condition, to the existing drainage system within the project area. There would be no change in drainage patterns and no drainage facilities are proposed. Stormwater from the widened bridge over Wasteway No. 1 Coachella Valley Stormwater Channel would be conveyed via deck drains, curbs, and gutters. Runoff would continue to drain off the roadway and infiltrate into the unpaved shoulders, similar to existing conditions. Impacts would be less than significant.

c.iii) 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?

c.iv) impede or redirect flood flows?

No Impact.

The project area is predominantly agricultural, rural residential, and commercial. The existing roadway is crowned with no curb or gutter for the majority of the project. Runoff flows off the roadway to natural unpaved shoulders. There is an existing open channel at Hammond Road and 66th Avenue which flows north. On 70th Avenue and Cleveland Street, Detention Channel #1 conveys flows from Coachella Canal south to the Salton Sea. In the North Shore area, two 48-inch culverts convey runoff under the North Shore Community Park driveway into a 500-linear-foot 46-foot-wide by 3-foot-deep earthen channel. There is no outlet to this earthen channel however and observation of the area indicates that runoff infiltrates into the unpaved shoulders. Soil type in the area is silty sand, which supports infiltration.

Widening the existing bridge over Wasteway No. 1 Coachella Valley Stormwater Channel is expected to result in ten piles. However, the piles are expected to be placed in the sloped walls of the hard-bottomed channel and would not alter drainage patterns, flow rates, or the capacity of the stormwater drainage system. The proposed roadway drainage would remain the same as existing conditions with a crowned roadway and limited curb and gutter. The North Shore earthen channel would be narrowed. No change in drainage patterns or drainage facilities are proposed. Runoff would continue to drain off the roadway and infiltrate into the unpaved shoulders. Stormwater treatment BMPs are not proposed. The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project would not impede or redirect flood flows. There would be no impact.

d) Would the project risk release of pollutants to project inundation in flood hazard, tsunami, or seiche zones?

Less than Significant.

The project is located within FEMA Zone X (unshaded), areas of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level. Due to the distance from the coast, the Project site is not located in a tsunami zone. However, the Salton Sea is proximal to the San

Andreas and San Jacinto faults and would be subject to substantial seismic ground shaking that could generate a seiche. While there have been a number of seismic events since the formation of the Salton Sea, no substantial seiches have occurred to date. A seiche could occur, however, in the Salton Sea under the appropriate seismic conditions.

During construction activities, stormwater BMPs would be implemented, as required by federal, County, and local policies to minimize degradation of water quality associated with stormwater runoff or construction-related pollutants. In addition, construction and maintenance activities would comply with local stormwater ordinances, stormwater requirements established by MS4 requirements, and regional waste discharge requirements. Other measures in the SWPPP would include a range of stormwater control BMPs (e.g., installing silt fences, staked straw wattles, or geofabric to prevent silt runoff to storm drains or waterways) to minimize the potential for release of pollutants due to project inundation. Operation would comply with the stormwater requirements established by MS4 requirements, regional waste discharge requirements, and local Stormwater management and discharge control requirements. Further, no chemicals or pollutants would be stored on site during project operations. Therefore, the risk release of pollutants due to project inundation would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact.

The project would comply with the appropriate water quality objectives for the region. Commonly practiced BMPs would be implemented to control construction site runoff and to reduce the discharge of pollutants to storm drain systems from stormwater and other nonpoint-source runoff. As part of compliance with permit requirements during ground disturbing or construction activities, implementation of water quality control measures and BMPs would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface and groundwater, as defined in the Water Quality Control Plan. The NPDES Construction General Permit also requires stormwater discharges not to contain pollutants that cause or contribute to an exceedance of any applicable water quality objectives or water quality standards, including designated beneficial uses. The amount of impervious area within the project site would increase upon project completion. However, the area of added impervious cover would not substantially alter groundwater recharge in the project area. Runoff would continue to infiltrate and recharge groundwater similar to existing conditions. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

2.10.3 Avoidance, Minimization, and Mitigation Measures

The following standard measure will be implemented to avoid or minimize potential impacts.

SM WQ-1: Construction SWPPP
The project will comply with the NPDES Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP. The SWPPP is a project-specific document that calculates the site's risk level during

construction, includes guidelines for monitoring and reporting, and provides an Erosion Control Plan and BMP details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. Permit Registration Documents, which include a Notice of Intent, Risk Assessment, Site Map, SWPPP, and other compliance-related documents required by the Construction General Permit, would be electronically filed through SWRCB's Storm Water Multiple Application and Report Tracking System (SMARTS) prior to the start of construction. Additionally, a Notice of Termination will be electronically filed through SMARTS.

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2.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a 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?	☐	☐	☒	☐

2.11.1 Regulatory Setting

No federal or State regulations apply to this resource.

Regional and Local

County of Riverside

Riverside County General Plan

Land Use Element

Commercial land uses are critical to the long term economic and fiscal stability of the County of Riverside. Commercial uses help to provide jobs for local residents, contribute to enhancing and balancing communities economically, and facilitate a tax base that aids in providing needed public facilities and services. The Commercial Regional (CR) land use designation allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and tourist-oriented commercial uses. It is the goal of the general plan to accommodate commercial demand, stimulate focused commercial centers, accommodate a variety and range of uses, and ensure that new or rehabilitated commercial structures and centers enhance the character of the area and are integrated into the community they are intended to service. The *Riverside County General Plan*, Land Use Element (County of Riverside 2021a), contains the following policies relevant to land use.

- **LU 1.5:** The County of Riverside shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions. (AI 4, 16)
- **LU 13.6:** Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use. (AI 3)

- **LU 28.6:** Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (AI 3)
- **LU 32.9:** Integrate pedestrian, equestrian and bicycle-friendly street and trail networks connecting community centers with surrounding land uses. (AI 3)

Eastern Coachella Valley Area Plan

The *Riverside County General Plan Eastern Coachella Valley Area Plan* (County of Riverside 2015) focuses on preserving the unique features in the Eastern Coachella Valley area and, at the same time, guides the accommodation of future growth. The *Eastern Coachella Valley Area Plan* is organized around 28 Area Plan land use designations. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. The *Eastern Coachella Valley Area Plan* contains the following policies relevant to land use.

- **Policy ECVAP 3.14:** Ensure pedestrian safety by adhering to the non-motorized transportation policies of the Circulation and Healthy Communities Elements of the General Plan, including providing defensible spaces, adequate lighting, appropriate sidewalk widths, and street visibility. Provide safe routes linking the Mecca Town Center neighborhoods east and west of Highway 111.
- **Policy ECVAP 3.15:** Where feasible, provide connections to future extensions of the Coachella Valley Association of Government Coachella Valley Link Trails Mecca/North Shore Extension and the County trails system.
- **Policy ECVAP 5.1:** Retain and protect agricultural lands through adherence to the policies contained in the Agriculture section of the General Plan Land Use Element.
- **Policy ECVAP 5.2:** Refer to the General Plan Certainty System in the General Plan Administration Element. An exception is provided allowing limited changes from the Agriculture designation to be processed and approved.

2.11.2 Discussion of Environmental Evaluation Question 2.11: Land Use and Planning

a) Would the project physically divide an established community?

No Impact.

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. The project would be constructed along an existing roadway along Hammond Road and 70th Avenue. The addition of buffered bike lanes on the existing roadway would not create new barriers that could potentially divide or disrupt existing established neighborhoods/communities. Therefore, no impact would occur and no mitigation would be required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact.

The *Riverside County General Plan*, Land Use Element, and the *Eastern Coachella Valley Area Plan* (County of Riverside 2021, 2015) include policies that support circulation system improvements as detailed above. The construction of buffered bike lanes along Hammond Road and 70th Avenue is consistent with the road's designation as a Class II Bike Path in the Trails & Bikeways System map of the *Riverside County General Plan* Circulation Element and *Eastern Coachella Valley Area Plan*. The proposed improvements would improve access, connectivity, and safety for bicyclists within the project limits and improve vehicular safety along Hammond Road and 70th Avenue.

The project would affect 27.27 acres of FMMP Important Farmland, resulting in impacts on adjacent farms in the Eastern Coachella Valley Area Plan. There is also the potential for temporary, limited interference with some farm activities during construction. Implementation of **AMM FA-1** would ensure access to remaining areas of agricultural parcels. Given the small percentage of the total FMMP Important Farmland that would be converted within Riverside County (<0.001%), impacts on FMMP Important Farmland would be less than significant. Farmers would still be able to use their land for agricultural activities. See Section 3.2, Farmlands, for additional information about impacts on farmlands.

As such, the project is consistent with the goals and policies of the County of Riverside's planning documents and impacts would be less than significant.

2.11.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

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2.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

2.12.1 Regulatory Setting

No federal regulations apply to this resource.

State

California Surface Mining and Reclamation Act

The California Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZs), according to the known or inferred mineral potential of the land. The Department of Conservation's Division of Mine Reclamation and the State Mining and Geology Board are jointly charged with ensuring proper administration to the act's requirements. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized before land-use decisions are made that could preclude mining.

Local

Riverside County General Plan

The *Riverside County General Plan*, Multipurpose Open Space Element (County of Riverside 2015), establishes the following applicable policies:

- **Policy OS 14.2:** Restrict incompatible land uses within the impact area of existing or potential surface mining areas.
- **Policy OS 14:** Restrict land uses incompatible with mineral resource recovery within areas designated Open Space-Mineral Resources and within areas designated by the State Mining and Geology Board as being of regional or statewide significance.

2.12.2 Discussion of Environmental Evaluation Question 2.12: Mineral Resources

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?

No Impact.

The mineral resources addressed in this section pertain to those resources that are classified under the State Mining and Reclamation Act of 1975. Riverside County has diverse mineral resources, including extensive deposits of clay, limestone, iron, sand, and important aggregates (i.e., crushed rock, sand, and gravel) that have been influential in the development of the area and serve as an important component of the county's economy. The Surface Mining and Reclamation Act designates MRZs that are of statewide or regional importance. MRZs are designated into four classes that indicate the potential for a specific area to contain significant mineral resources:

- **MRZ-1:** Areas where the available geologic information indicates there is little or no likelihood of significant mineral deposits
- **MRZ-2:** Areas underlain by mineral deposits where geological data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists
- **MRZ-3:** Areas containing known mineral occurrences of undetermined mineral resources significance
- **MRZ-4:** Areas of known mineral occurrences where geological information does not rule out the presence or absence of significant mineral resources

There are no known mineral resources or extraction operations within or near the project's LOD (USGS 2011). The project LOD has previously experienced substantial ground disturbance due to construction of Hammond Road and 70th Avenue and urban and agricultural development surrounding much of the project alignment. Additionally, there are no active mines near the project alignment (California Department of Conservation 2016). Therefore, construction and operation of the project would not cause a loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There would be no impact on mineral resources.

b) Would the project 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?

No Impact.

As previously discussed above under Response (a), the project LOD has previously experienced substantial ground disturbance due to construction of Hammond Road and 70th Avenue and urban and agricultural development surrounding much of the project alignment. Because the

project would occur in an area where there are no known mineral resources or extraction operations, there would be no loss of availability of a locally important mineral resource recovery site. Therefore, there would be no impact on mineral resources.

2.12.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

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2.13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XIII. NOISE: Would the project:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b) Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.13.1 Regulatory Setting

CEQA requires a strictly baseline-versus-design-year build analysis to assess whether a project would have a noise impact. If a project is determined to have a significant noise impact under CEQA, then mitigation measures must be incorporated into the project, unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

Regional and Local

County of Riverside

The *Riverside County General Plan*, Noise Element (County of Riverside 2015), establishes the following applicable policies:

- **Policy N1.3:** Specifies the maximum acceptable levels for noise-sensitive land uses, which include residential uses within the County. Exterior noise levels for both jurisdictions are limited to a weighted, 24-hour average noise level of 65 A-weighted decibels (dBA) community noise equivalent level (CNEL).
- **Policy N16.2**: Specifies the types of land uses which are considered vibration sensitive.

The County of Riverside's Municipal Code (9.52.020) exempts/addresses construction noise, stating,

> Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities will be undertaken between the hours of 6 p.m. and 6 a.m. during the months of June through September and between the hours of 6 p.m. and 6 a.m. during the months of October through May. Exceptions to these standards will be allowed only with the written consent of the official building (County of Riverside 2019).

2.13.2 Discussion of Environmental Evaluation Question 2.13: Noise

Existing Conditions

The project location is located in the unincorporated community of Mecca, generally located 500 feet east of SR-111 and 1.4 miles north of the Salton Sea between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast. Land uses surrounding the project alignment vary and include agricultural, industrial (solar farms), rural residential, and undeveloped lands. Based on a desk top review, major noise sources include traffic traversing SR-111, traffic along local roads and freight rail along the tracks south of the project alignment.

a) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Less-than-Significant Impact.

Construction

Construction activities related to development of the project would occur over approximately 16 months. Construction activities are expected to cause short-term elevated noise levels at land uses surrounding the project alignment. Construction-related noise would occur with the inclusion and use of construction equipment such as concrete mixers, bulldozers, backhoes, and heavy trucks. Table 2.13-1 shows construction equipment anticipated to be used on the project site and the reference noise levels (at a distance of 50 feet). The noise levels in the table below are the maximum expected noise levels for construction equipment that would be representative of equipment used on the project site.

Table 2.13-1. Typical Construction Noise Levels

Equipment	L_{max} at 50 feet (dBA, slow)
Air compressor	78
Auger drill rig	84
Backhoe	78
Compactor	83
Concrete mixer truck	79
Concrete pump truck	81
Crane	81
Dozer	82
Dump truck	76
Excavator	81
Front-end loader	79
Generator	81

Equipment	L_{max} at 50 feet (dBA, slow)
Grader	85
Jackhammer	89
Paver	77
Pneumatic tools	85
Rollers	80
Scraper	84
Welder/torch	74

Source: Federal Highway Administration. 2008. *Roadway Construction Noise Model*. Software Version 1.1. Available: http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf.

Based on the types of construction activities and equipment that are expected to be required for the project, noise levels at 15 meters (50 feet) from the center of construction activities would generally range from 79 to 85 dBA during peak periods. The FTA Transit Noise and Vibration Impact Assessment Manual (FTA 2018) for construction noise impacts defines an impact criteria of 90 dBA L_{eq} daytime. The FTA manual combines the loudest two pieces of equipment. Construction equipment generally does not run at full power for a entire hour. The use of construction equipment generally involves periods of full power usage followed by a period of idling or the equipment being powered down. This is defined as usage factor. Therefore, to calculate the hourly noise level from the L_{max} values referenced in Table 2.13-1, the L_{max} noise level would calculated by the equation Equip(L_{max}) + 10*log(T1/T2), where T1 is the amount of time used during any one hour and T2 is a one-hour reference time. For reference the two loudest pieces of equipment (referenced in Table 2.13-1) that may be used during construction would be bulldozer (85 L_{max}) and concrete mixing trucks (79 L_{max}). The Roadway Construction Noise Model references usage factor of 40% (24 minutes in any one hour) for both dozers and concrete mixing trucks. This would result in an hourly noise level of 81 dBA L_{eq} and 79 dBA L_{eq}. Assuming these two pieces of equipment ran concurrently, the expected noise level would be approximately 82 dBA Leq at a distance of 50 feet. Therefore, receivers would have to be located within 20 feet of the construction site (assuming a 6 dB of doubling/halving distance) for noise levels from construction to meet or exceed 90 dBA L_{eq}.

Construction noise would not be in excess of the limits of any applicable noise standards, because construction noise is generally exempt from the County's noise ordinance, provided that construction activities occur during the permitted hours. For construction activities located more than 0.25 mile from an occupied residence, construction noise would be exempt from the noise ordinance at any time of the day. When construction of the project occurs within 0.25 mile of an occupied residence, noise impacts would be addressed by prohibiting noise-generating construction activity between the hours of 6:00 p.m. and 6:00 a.m. June through September, and 6:00 p.m. and 7:00 a.m. October through May as restricted by County of Riverside code. Furthermore, the project would not result in an exceedance of the FTA construction noise criteria (90 dBA L_{eq}) as no noise sensitive receivers are located within 20 feet of the project site. Additionally, the incorporation of noise control measures would be implemented as appropriate to reduce increases in noise during construction, as discussed below. While this measure is not required to mitigate this impact, it would further reduce the effects of noise on nearby residences if included during construction.

Construction noise would be temporary and limited to the duration of the construction. Standard measure **SM NOI-1** referenced below in the Avoidance, Minimization, and Mitigation Measures section will be incorporated into the project contract specifications to minimize construction noise effects.

Operations

Upon project completion, noise in the project area would not increase. The project involves construction of a 5-foot bike lane and 4-foot buffer in each direction. The project would not generate any operational source noise impacts. Therefore, no impacts would occur and no mitigation would be required.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact.

Any groundborne noise or vibration would be limited to the construction period and would be short in duration. The project would include pavement-breaking construction activities along the existing roadway alignment where new pavement would be laid. Based on the FTA's Noise and Vibration Impact Assessment Manual, the typical type of construction equipment involved in pavement breaking (a hoe ram) produces a peak particle velocity (PPV) of 0.089 PPV inch per second (in/sec) at a reference distance of 25 feet (FTA 2018). The FTA Noise and Vibration Impact Assessment Manual references the damage potential for buildings extremely susceptible to vibration damage at 0.12 PPV in/sec. No vibration-sensitive structures are anticipated within 25 feet of construction activities. Pile driving is proposed as part of the project as part of the proposed bridge over the concrete lined channel. The closest habitable building is approximately 1,400 feet northeast. Impact pile drivers have a typical peak particle velocity (PPV) 0.644 PPV at a distance of 25 feet. At a distance of 1,400 feet, PPV from pile driving would attenuate to a level of 0.0015 PPV, which would be below the threshold of perception and well below any impact criteria. Therefore, impacts from vibration during construction are not predicted at habitable structures.

With respect to operations, the project does not involve changes that would be expected to result in noticeable increases in groundborne vibration or groundborne noise levels from use or maintenance of the roadway. Once the project is completed, long-term increases in noise levels from use or maintenance of the roadway would be less than significant.

c) Would the project be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

No Impact.

The project is not located within an existing airport land use plan and there are no airports within 2 miles of the project. The closest airports are Jacqueline Cochran Regional Airport,

approximately 5.4 miles to the northwest, and Palm Springs International Airport, approximately 29.3 miles to the northwest as well.. Therefore, no impact would occur.

2.13.3 Avoidance, Minimization, and Mitigation Measures

The following standard measure is recommended to reduce potential construction noise levels to the greatest extent practical. This is a standard noise reduction measure typical for all construction roadway projects. Regardless of the implementation of this standard measure, construction noise levels for the project are already exempt and considered less than significant.

SM NOI-1

Construction noise would be temporary and limited to the duration of construction. The following noise control measures will be incorporated into the project contract specifications in order to minimize construction noise effects:

- All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise-control features that are readily available for that type of equipment.
- All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, State, or federal agency will comply with such regulation while in the course of project activity.
- Electrically powered equipment will be used instead of pneumatic or internal combustion–powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.
- Construction site and access road speed limits will be established and enforced during the construction period.
- The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply with local noise control regulations affecting construction activity or obtain exemptions therefrom.

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2.14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.14.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.14.2 Discussion of Environmental Evaluation Question 2.14: Population and Housing

a) Would the project induce substantial unplanned 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)?

No impact.

The project would construct buffered bike lanes along each side of Hammond Road and 70th Avenue. The purpose of the project is to improve bicycle mobility and safety and vehicular safety along Hammond Road and 70th Avenue and to improve connectivity between the unincorporated community of Mecca and North Shore. The project is not expected to induce growth as it involves the construction of buffered bike lanes in an existing roadway and would not increase roadway capacity. The construction of buffered bike lanes along Hammond Road and 70th Avenue is consistent with the road's designation as a Class II Bike Path in the Trails & Bikeways System maps of the *Riverside County General Plan* Circulation Element and the *Eastern Coachella Valley Area Plan*. Therefore, the project is consistent with the goals and policies of the *Riverside County General Plan* Circulation Element and the *Eastern Coachella Area Plan.* Therefore, the project would not contribute to unplanned growth in the area and is not considered growth inducing. No direct or indirect long-term impacts related to population growth are anticipated with implementation of the project, and there would be no impact.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact.

The project would widen the shoulders along Hammond Road and 70th Avenue to accommodate buffered bike lanes and be constructed preliminary within the existing road ROW. The project would not require relocation or displacement of residences or businesses. There would be no impact.

2.14.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XV. 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 following public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

2.15.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.15.2 Discussion of Environmental Evaluation Question 2.15: 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:

a.i) Fire protection?

No Impact.

Fire protection and emergency medical services for the project area are provided by the Riverside County Fire Department. The nearest fire station is Riverside County Fire Department Station 40 (91350 66th Ave, Mecca), approximately 0.1 mile east of the northern terminus of the project LOD (Riverside County Fire Department 2025).

The project involves the addition of buffered bike lanes along an existing roadway. The project would not induce population growth, increase the demand for new fire protection facilities, or require the need for physical alteration of existing fire protection facilities. Therefore, there would be no impact.

a.ii) Police protection?

No Impact.

Law enforcement and police protection services for the project area are provided by the Riverside County Sheriff's Department. The nearest police station is the Riverside County Sheriff's Office – Thermal Station (86-625 Airport Blvd, Thermal), approximately 6.5 mile north of the project LOD (Riverside County Sheriff's Department 2025).

The project involves the addition of buffered bike lanes along an existing roadway. The project would not induce population growth, increase the demand for new police facilities, or require the need for physical alteration of existing police facilities. Therefore, there would be no impact.

a.iii) Schools?

No Impact.

The closest schools to the project site are North Shore Elementary School at 96-100 70th Avenue (0.1 mile immediately north and adjacent of the project LOD), Saul Martinez Elementary School at 65705 Johnson Street, Mecca (0.9 mile west of the project LOD), and Mecca Elementary School at 65250 Coahuilla Street, Mecca (0.4 mile north of the project LOD. The project involves the addition of buffered bike lanes along an existing roadway. The project would not induce population growth, increase the demand for new school facilities, or require the need for physical alteration of existing school facilities. Therefore, there would be no impact.

a.iv) Parks?

No Impact.

The closest public parks are Mecca Sports Complex (61403 66th Avenue, Mecca), approximately 0.2 mile north of the northern terminus of the project and North Shore Community Park, immediately north and adjacent to the project's southern terminus. Mecca Sports Complex includes facilities for soccer, volleyball, and other sports, as well as space with exercise equipment. There is a splash pad as well as a gazebo. North Shore Community Park includes facilities for BBQ, basketball, soccer, and has a playground. The project involves the addition of buffered bike lanes along an existing roadway. The project would not induce population growth, increase the demand for new public parks, or require the need for physical alteration of existing parks. Therefore, there would be no impact.

a.v) Other Public Facilities?

No Impact.

The nearest medical center offering emergency services is the John F. Kennedy Memorial Hospital (47111 Monroe Street, Indio), approximately 13 miles north of the project LOD. In addition, the nearest public library is the Mecca Public Library (91260 66th Avenue, Mecca), approximately 0.1 mile east of the project LOD. The Mecca Public Library is part of the Riverside County Library System.

As previously discussed, the project involves the addition of buffered bike lanes along an existing roadway. The project would not induce population growth and would not increase the demand for additional emergency services or other public facilities, including hospitals and libraries. The project would also not require the need for physical alteration of existing hospitals or libraries. Therefore, there would be no impact.

2.15.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

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2.16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XVI. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

2.16.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.16.2 Discussion of Environmental Evaluation Question 2.16: 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?

No Impact.

The project would address transportation deficiencies caused by Riverside County's vehicle-oriented transportation infrastructure, and provide a corridor for alternative modes of transportation, including bicyclists. Implementation of the project would improve mobility in the project area, connect communities, and offer an alternative mode of transportation for residents to be used for recreation and commuting purposes for non-motorized vehicles. Because the project involves construction of new buffered bike lanes for recreation and commuting purposes, it is not anticipated that the project would result in a physical deterioration of existing trail facilities or nearby parks. The project would result in a long-term benefit for the surrounding area, as the bicycle lanes would create more complete streets, benefitting all residents living in the unincorporated community of Mecca and North Shore. Therefore, no impact would occur.

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?

No Impact.

Implementation of the project would not induce population growth. The project would include buffered bike lanes to provide a corridor for alternative modes of transportation. No Impact would occur.

2.16.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

2.17.1 Regulatory Setting

The *Riverside County General Plan*, Circulation Element, establishes the following applicable policies (County of Riverside 2020):

- **Policy C 1.2:** Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
- **Policy C 1.5:** Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs.
- **Policy C 1.6:** Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system.
- **Policy C 1.7:** Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.
- **Policy C 3.2:** Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
- **Policy C 3.13:** Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.
- **Policy C 3.24:** Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

- **Policy C 4.2:** Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.
- **Policy C 4.4:** Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

The *Riverside County General Plan*, *Eastern Coachella Valley Area Plan* (County of Riverside 2015), contains the following policies relevant to transportation and traffic.

- **Policy ECVAP 14.1:** Implement the Trails and Bikeway System, Figure 9, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.
- **Policy ECVAP 14.3:** As resources permit, consideration should be given to the placement of signs along those public rights-of-way identified as regional or community trail alignments alerting motorists to the possible presence of equestrian, bicycle and pedestrian (i.e., non-motorized) traffic.

2.17.2 Discussion of Environmental Evaluation Question 2.17: Transportation and Traffic

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less-than-Significant Impact.

The construction of buffered bike lanes along Hammond Road and 70th Avenue is consistent with the road's designation as a Class II Bike Path in the Trails & Bikeways System map of the *Riverside County General Plan* Circulation Element and *Eastern Coachella Valley Area Plan*. Additionally, the project would not include any land uses that would promote growth within the project area. Therefore, the project would be consistent with the land use assumptions used in development of the AQMP and the growth forecast from the 2022 AQMP and the active RTP/SCS at the time, the 2020-2045 RTP/SCS. The project would address transportation deficiencies caused by Riverside County's vehicle-oriented transportation infrastructure and provide a corridor for alternative modes of transportation, including non-motorized travel. Implementation of the project would improve mobility in the project area, connect communities, and offer an alternative mode of transportation for residents to be used for recreation and commuting purposes.

Construction would result in temporary effects by causing a temporary increase in traffic and congestion during construction in the project area. Traffic flow would be maintained in at least one direction during the lane closure. Ramp closures, detours, and temporary roads closures are not expected. In addition, implementation of a Traffic Control Plan (TCP) (as part of **SM TR-1**) would maintain traffic flow in the project area and the surrounding areas. The TCP would consist of traffic routing plans for vehicles and pedestrians, signage, and location of physical barricades, all intended to minimize congestion and delays.

The project would not result in an increase in vehicle trips after construction. Therefore, the project would not generate traffic that could conflict with applicable congestion management plans, ordinances, or policies related to the circulation system. With implementation of Standard Measure **SM TR-1**, impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact.

According to the Riverside County Transportation Analysis Guidelines (December 2020), the project would be categorized as a Non-Significant Transportation Impact Project under the roadway shoulder enhancements example describing improvements that provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes. The project would not result in additional vehicle miles traveled because the project does not increase vehicle capacity. Therefore, no impact would occur.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact.

The project would not include any uses or design features that would increase traffic hazards. No new traffic signals would be included as part of the project. Roadway safety and maintenance improvements would be implemented as necessary for the project. Therefore, the project is expected to improve traffic circulation and would not increase hazards due to a geometric design or incompatible uses. No impact would occur.

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact.

As described earlier in Section 2.15, construction of the project could affect response times for emergency service providers. Temporary impacts on circulation and access could potentially result from construction activities that may require partial closures of traffic lanes. This could lead to an increase in delay times for emergency response vehicles during construction. However, any delays, should they occur, affecting emergency response vehicles will be addressed through implementation of a TCP (as part of **SM TR-1)**. The TCP would include emergency travel routes and access to, through and around active construction areas. In addition, the County's public affairs will also communicate with emergency service responders on any potential detours and/or closures during construction. With the implementation of a TCP, potential impacts on response times during construction would be reduced. Once operational, improvements to vehicular safety would be expected to improve emergency access and emergency response times within the project LOD, which would have a beneficial impact on emergency response times. Therefore, impacts on emergency access are considered less than significant.

2.17.3 Avoidance, Minimization, and Mitigation Measures

The following standard measure will be implemented to avoid or minimize impacts.

SM TR-1: Traffic Control Plan

A TCP will be prepared for the project. The goals of the TCP during project construction will include minimizing traffic delay or time spent in queue; maintaining traffic flow throughout the project area and the surrounding areas; and providing a safe environment for the work force, motorists, and pedestrians. The TCP will include traffic routing plans for vehicles and pedestrians, signage, and location of physical barricades to protect the work zone.

2.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XVIII. 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	☐	☐	☒	☐
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.	☐	☐	☐	☒

2.18.1 Regulatory Setting

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources (TCRs), as well as "unique" archaeological resources. PRC Section 5024.1 established the CRHR and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. *Historical resources* are defined in PRC Section 5020.1(j). In 2014, AB 52 added the term *tribal cultural resources* to CEQA; AB 52 is commonly referenced instead of CEQA when discussing the process to identify TCRs (as well as identifying measures to avoid, preserve, or mitigate effects on them). Defined in PRC Section 21074(a), a TCR is a CRHR- or local register-eligible site, feature, place, cultural landscape, or object that has a cultural value to a California Native American tribe. TCRs must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

Native American Tribal Consultation

The NAHC was contacted on December 23, 2024, for a review of its Sacred Lands File. The NAHC responded via email on January 16, 2025, stating that the Sacred Lands File search results were negative, which indicates that the project area does not overlap a sacred land that holds significance for any California Native American groups.

On January 30, 2025, letters were mailed to five tribal representatives to initiate tribal consultation under AB 52. The letters included a description of the project and a map. No responses were received within the 30-day response window (as required in AB 52), and no tribal representative accepted or declined the invitation when follow up with the tribal representatives occurred on April 8 and 9, 2025 (Table 2.18-1). As such, the County of

Riverside's AB 52 consultation obligations were considered fulfilled for the project. Refer to Appendix D for the AB 52 tribal correspondence record.

Table 2.18-1. Native American Contacts

Native American Group/Individual	Consultation
Amanda Augustine, Tribal Chairperson of the Augustine Band of Cahuilla Indians	No response was received within the 30-day response window.
Doug Welmas, Chairperson of the Cabazon Band of Cahuilla Indians	No response was received within the 30-day response window.
Joseph Ontiveros, Tribal Historic Preservation Officer of the Soboba Band of Luiseno Indians	No response was received within the 30-day response window.
Alesia Reed, Cultural Committee Chairwoman of the Torres-Martinez Desert Cahuilla Indians	No response was received within the 30-day response window.
Christopher Nicosia, Cultural Resources Manager/Tribal Historic Preservation Officer Manager of the Twenty-Nine Palms Band of Mission Indians	No response was received within the 30-day response window.

2.18.2 Discussion of Environmental Evaluation Question 2.18: 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)?

Less-than-Significant Impact.

The records search did not identify cultural resources within the study area. Conversely, a built-environmental intensive-level pedestrian survey identified six built-environment resources within the study area. However, all six resources were previously identified as ineligible for the CRHR and not considered historical resources under CEQA. Additionally, no previously recorded resources were identified in the records search within the study area. The results of the Sacred Lands File search were negative, and a pedestrian survey conducted for the project was also negative for archaeological resources. Moreover, no responses were received related to the tribal consultation under AB 52. As such, the information collected suggests that the project is unlikely to encounter buried archaeological resources and unlikely to have an adverse impact on cultural resources or TCRs.

Although encountering or affecting subsurface cultural materials during construction is considered low, Avoidance, Minimization, and Mitigation Measures **AMM CR-1** and **AMM CR-2** will be implemented during project construction to avoid potential adverse impacts on

previously undocumented cultural resources or human remains in the event of an unanticipated discovery. Impacts are considered less than significant.

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.

The County fulfilled its consultation obligations without response from any of the tribal representatives contacted. Thus, no impacts would occur on TCRs given the lack of substantial evidence and criteria set forth in PRC Section 5024.1(c). As no impacts on cultural resources are anticipated as a result of project activities, the project would not cause a change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5.

2.18.3 Avoidance, Minimization, and Mitigation Measures

During construction, standard measures **AMM CR-1** and **AMM CR-2**, as detailed below, will be implemented to avoid or minimize potential impacts should tribal cultural resources or human remains be unexpectedly discovered during construction.

AMM CR-1

If prehistoric- or historic-era archaeological resources are encountered anywhere during project construction, work in the area must halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation and/or treatment measures.

AMM CR-2

In the event that human remains are discovered during construction at any time, the following provisions apply:

1. All construction activity will immediately be halted within 60 feet of the discovery. The County will be informed and will then immediately contact the Riverside County Coroner and the qualified archaeologist, if not already present. The coroner will have 2 working days to inspect the remains after receiving notification. During this time, all remains, associated soils, and artifacts will remain in situ and will be protected from public viewing. The County will take appropriate measures to protect the discovery site from disturbance during any negotiations. This may include restricting access to the discovery site and the need to hire 24-hour security.

2. In accordance with State Health and Safety Code Section 7050.5, if human remains are encountered no further disturbance will occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American and not under the coroner's

jurisdiction, within 24 hours the coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the County, the MLD may inspect the site of the discovery. The MLD will complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Work will be suspended within a 100-foot radius of the remains until the MLD's recommendations are implemented.

3. The qualified archaeologist will work with the MLD in regard to the treatment of the remains and all associated funerary objects and will ensure that any identified human remains will be secured while they are left in place and while treatment decisions are in progress. Information concerning the discovery will not be disclosed pursuant to the specific exemption set forth in California Government Code Section 6254.5(e).

4. The County will relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all Native American archaeological artifacts and non-human remains found within County ROW through one or more of the following methods and provide evidence of same:

    1) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This will include measures and provisions to protect the future reburial area from any future impacts. Reburial will not occur until all cataloguing and basic recordation have been completed.

    2) A curation agreement with an appropriately qualified repository within Riverside County that meets federal standards per 36 CFR 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records will be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

    3) Should reburial of collected cultural items be preferred, it will not occur until after a Monitoring Report/Data Recovery Report has been submitted to the County. Should curation be preferred, the County is responsible for all costs and the repository and curation method will be described in the Data Recovery Report.

5. Artifacts found outside the County ROW are not subject to the requirements listed above in Section 4 of this measure and may be relinquished to the tribe(s) by the property owner for suitable curation or ownership. It is the responsibility of the tribe(s) to come to an agreement with the property owner.

6. According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the County and MLD are in disagreement regarding the disposition of the remains, State law will apply, and the median and decision process will occur with the NAHC (see PRC Sections 5097.98(e) and 5097.94(k)).

2.19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

2.19.1 Regulatory Setting

The *Riverside County General Plan*, Circulation Element (County of Riverside 2020), establishes the following applicable policies:

- **Policy C.4:** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.
- **Policy C 25.1:** Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County's Land Use Element at buildout.
- **Policy C 25.2:** Locate new and relocated utilities underground when possible and feasible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.

2.19.2 Discussion of Environmental Evaluation Question 2.19: Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact.

The project would affect existing surface and subsurface utility facilities, requiring protection in place, removal, or relocation. The project would include modifications to and/or installation of a new culvert, as needed, to maintain drainage patterns; utility modification would also be included to accommodate the proposed improvements. Relocation plans for any utilities that would potentially need to be relocated, removed, or protected in place will be determined during the final design phase as specified in **SM UT-1** and **SM UT-2**. In addition, it is not anticipated that utility conflicts would occur during construction with the inclusion of **SM UT-2**. The standard measure requires the County to coordinate with affected utility providers to inform any affected utility users in advance about any potential service disruptions. Furthermore, the affected utilities would be relocated in accordance with State law and regulations and County policies. As a result, impacts from the potential relocation of utility facilities are considered less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact.

The project would add new buffered bike lanes to an existing road and would not require new or expanded water entitlements. Water used during construction would be limited to water trucked to the site for dust control. The amount of water used during construction would be minimal. Operation of the project is not expected to result in an increase in demand for water used for landscape irrigation. As a result, the project would not require the water districts serving the vicinity of the surrounding project area to provide new or expanded facilities to meet the need for water during construction and operation of the project. No impact would occur.

c) Would the project 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?

No Impact.

The project is a transportation improvement project. The project would not construct any new residential or non-residential structures that could induce population or employment growth. Therefore, the project would not increase the demand for wastewater treatment or affect capacity of wastewater treatment facilities. No impacts would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact.

During construction, waste materials such as vegetation, other plant material, and excess soils and solid waste such as concrete, asphalt, and wood would be collected. The waste collected during construction would be properly disposed of at an existing landfill or recycled. The amount of waste that would be generated during construction of the project would be limited and would occur only during the construction period. The amount of waste would be only a very small amount of the total waste disposed of or recycled at area recycling facilities and landfills, on both a daily and annual basis. Therefore, the amount of waste generated during construction of the project is anticipated to be accommodated by the existing recycling and landfill facilities in Riverside County.

Trash/waste removal would continue consistent with current maintenance activities during operation. There would be similar amounts of trash/waste collected during operation of the project compared to existing conditions, as the amount of waste that would be generated through the buffered bike lanes would be negligible. Therefore, the amount of waste generated during operation of the project would be negligible, and there would be no impact.

e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No Impact.

The project is a transportation project that would not generate a substantial amount of solid waste during construction activities or maintenance during project operation. Maintenance within the project LOD would involve roadway maintenance including pavement maintenance and roadside litter/sweeping. Solid waste generated during the construction and operational phases of the project would be disposed of in accordance with federal, State, and local regulations related to construction waste and recycling, which would minimize the amount of waste material entering local landfills. Therefore, no impacts are anticipated.

2.19.3 Avoidance, Minimization, and Mitigation Measures

The following standard project measures will be implemented to avoid or minimize potential impacts.

SM UT-1

During final design, relocation plans for any utilities that will potentially need to be relocated, removed, or protected in place will be prepared in consultation with the affected utility relocation providers/owners. If relocation is necessary, the final design will focus on relocating utilities within the ROW or other existing public ROWs and/or easements. For all utility relocation activities, the County will coordinate with affected

utility owners regarding potential utility relocations and the affected utility owners will inform affected utility users in advance of the date and timing of potential service disruptions. If relocation outside of existing or additional public ROWs and/or easements required for the project is necessary, the final design will focus on relocating those affected utilities.

SM UT-2

Prior to and during construction, the County shall ensure that the components of the utility plans provided in the project specifications are properly implemented by the contractor.

2.20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XX. WILDFIRE: If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

2.20.1 Regulatory Setting

SB 1241 required the Office of Planning and Research, the Natural Resources Agency, and CAL FIRE to develop amendments to the CEQA Checklist for the inclusion of questions related to fire hazard impacts for projects on lands classified as Very High Fire Hazard Severity Zones (FHSZs). The 2018 updates to the State CEQA Guidelines expanded this to include projects "near" these Very High FHSZs.

2.20.2 Discussion of Environmental Evaluation Question 2.20: Wildfire

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact.

The project limits traverse the unincorporated community of Mecca and North Shore in Riverside County. The County of Riverside has an Emergency Operations Plan that provides guidelines for emergency response planning, preparation, training, and execution throughout the jurisdictions. Construction of the project would result in temporary impacts from possible lane closures and detours. The temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the surrounding project area. This could result in increased travel times for emergency service providers. During project construction, a TCP (**SM TR-1**) will be implemented to minimize these obstructions, which will help to ensure continued emergency access to the project area and nearby properties. The project would not substantially impair an adopted emergency response plan or emergency evacuation

plan. Additionally, all project construction would follow State and federal fire regulations. Once operational, the addition of buffered bike lanes along Hammond Road and 70th Avenue would not impair or interfere with any emergency response plan or emergency evacuation plan. As such, there would be a less-than-significant impact.

b) Would the project exacerbate wildfire risks due to slope, prevailing winds, and other factors, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact.

The project is in a developed and urbanized area of the unincorporated community of Mecca and North Shore, and is not within a wildland area. The site is not within a Very High FHSZ according to CAL FIRE's *State Responsibility Area Fire Hazard Severity Zones, Riverside County* (CAL FIRE 2025). However, the CAL FIRE data identifies a Moderate FHSZ along the project alignment on 70th Avenue from Cleveland Street through Sea View Way (refer to Figure 2.20-1, Fire Severity. Although it is possible that a wildfire could affect areas adjacent to the project, the project itself consists of the addition of buffered bike lanes and would not expose additional people or structures to potential impacts other than those already part of the existing conditions. The project consists of widening of the existing roadway and would not install any infrastructure, such as new power lines or other utilities, that could exacerbate existing wildfire risk or expose people or structures to significant wildfire risk. Therefore, there would be no impact.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact.

The project would widen Hammond Road and 70th Avenue by a total of 18-feet to include new buffered bike lanes. Work would include roadway modifications, pavement widening, and modification of the existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel through widening of the existing bridge to accommodate the new buffered bike lanes. Any affected utilities would be relocated in accordance with State law and regulations and County policies. By increasing the width of the existing roadway to accommodate bike lanes, the project would be contributing to a more effective firebreak by reducing vegetation adjacent to the roadside and providing additional areas for emergency response vehicle staging. Therefore, construction and operation of the project are not expected to exacerbate wildfire conditions, and there would be no impact.

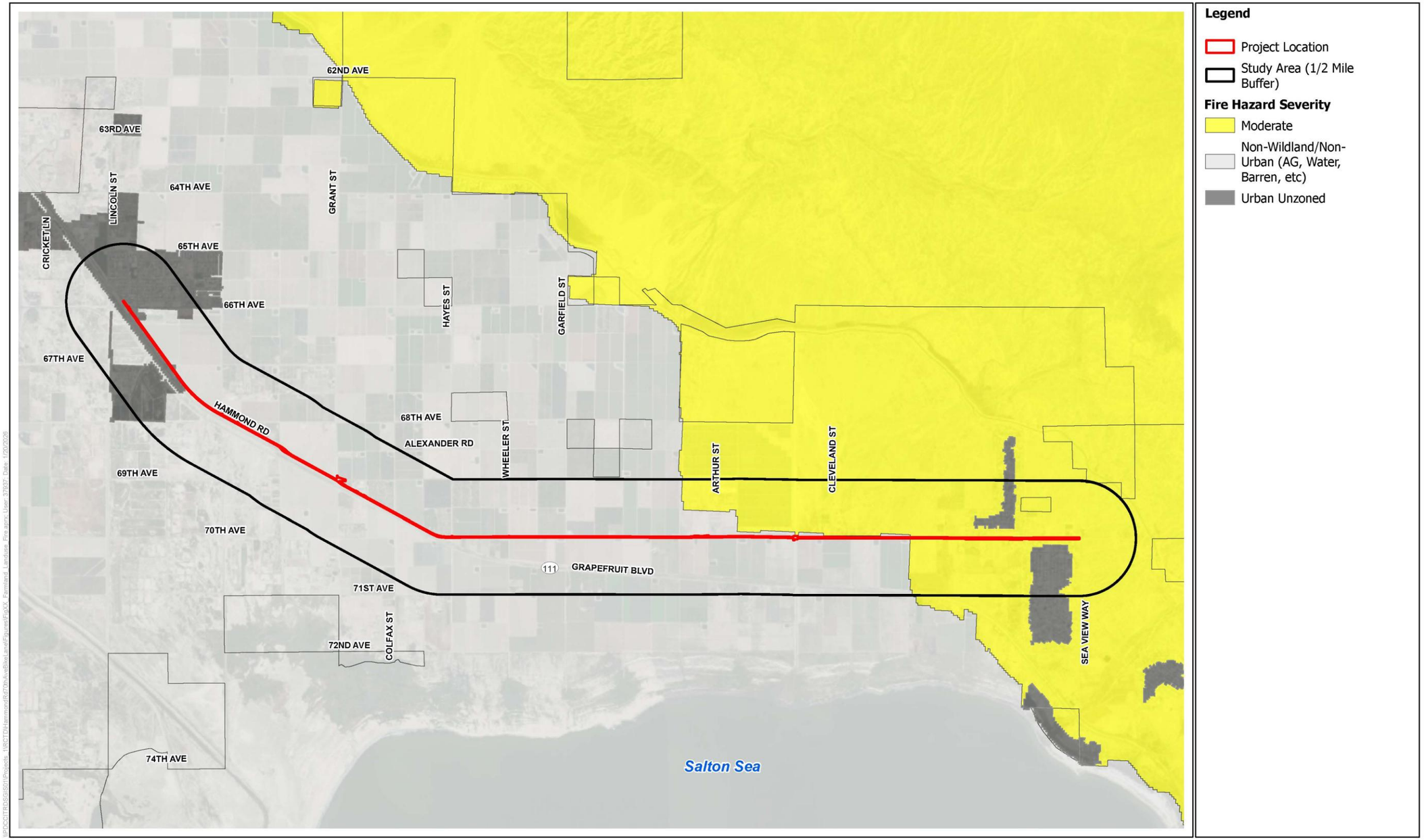

Figure 2.20-1 Fire Severity

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d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact.

The project would widen Hammond Road and 70th Avenue to accommodate buffered bike lanes and increase the impervious surface area that would generate additional surface runoff. However, the project would include drainage improvements, including culvert modifications, as needed, to maintain existing drainage patterns.

The project site is relatively flat and would primarily take place within an existing roadway. The project consists of roadway improvements and would not expose additional people or structures to potential impacts other than those already part of the existing conditions. Therefore, there would be no impact.

2.20.3 Avoidance, Minimization, and Mitigation Measures

During construction, **SM TR-1: Traffic Control Plan**, detailed in Section 2.17, *Transportation*, will be implemented to ensure adequate emergency access. No additional measures are required.

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2.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
XX. MANDATORY FINDINGS OF SIGNIFICANCE				
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, reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

2.21.1 Discussion of Environmental Evaluation Question 2.21: Mandatory Findings of Significance

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, 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 Impact with Mitigation.

As discussed in Section 2.4, *Biological Resources*, the project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. No impacts would occur on such biological resources.

A total of 0.260-acre/784 linear feet of jurisdictional USACE/RWQCB non-wetland WoUS and 0.411-acre/784 linear feet of CDFW streambed would be temporarily impacted by the project. A total of 0.037-acre/76 linear feet of USACE/RWQCB non-wetland WoUS and 0.109-acre/76 linear feet of CDFW streambed would be permanently impacted by the project. As described in **MM BIO-8**, permanent and temporary impacts resulting from the project will require compensatory mitigation for jurisdictional waters. Final mitigation ratios will be determined in consultation with the USACE, RWQCB, and CDFW and will be at a minimum 1:1 ratio.

The project would not eliminate important examples of the major periods of California history or prehistory. No impact on historical resources would occur because no eligible resources are within the project area.

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)?

Less-than-Significant Impact.

As detailed below in Section 2.22, *Cumulative Impacts*, the project would not result in cumulatively considerable effects when combined with past, present, and reasonably foreseeable future projects and, therefore, would have a less-than-significant impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact.

Operation of the project would not result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with recommended AMMs, and no permanent impacts have been identified as significant in this IS. AMMs, as well as standard measures, would be implemented as part of the project in order to reduce or avoid the potential impacts the project would have on the environment. Impacts would be less than significant.

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A *cumulative effect assessment* looks at the collective impacts individual land use plans and projects pose. Cumulative impacts can result from individually minor, but collectively substantial, impacts taking place over a period of time.

Cumulative impacts on resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

State CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of *cumulative impacts* under CEQA can be found in State CEQA Guidelines Section 15355.

A review of County and regional agency websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects in the project vicinity. The projects considered in the review of potential cumulative impacts are shown in Figure 2.22-1, Past, Present, and Reasonably Foreseeable Future Projects, and listed in Table 2.22-1.

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Figure 2.22-1 Past, Present, and Reasonably Foreseeable Future Projects

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Table 2.22-1. Past, Present, and Reasonably Foreseeable Future Projects List

Figure 2.22-1 Reference No.	Project Name	Lead Agency	Location	Proposed Use	Status
1	Mecca Regional Sports Park	County of Riverside Facilities Management Department	61403 66th Ave. Mecca, CA 92254	6.67-acre park that features multipurpose fields and walking paths with playgrounds, a splash pad, volleyball courts, exercise stations, and a lighted kiosk. Other features include: restrooms, a concession building, picnic shelters and tables, and bicycle racks.	**Constructed** 2023
2	Dale Kiler Water Main Replacement	Coachella Valley Water District	Dale Kiler Rd and adjacent streets, Mecca, CA 92254	Replacement of approximately 2.5 miles of 8-inch and 12-inch diameter corroded ductile iron mains	**Constructed** 2025
3	Mecca Neighborhood Park and Greening Project	Riverside County Transportation Department	Along Coahuilla Street, 2nd Street, 5th Street, 66th Avenue, and Date Palm Street, and at the corner of Hammond Road and 2nd Street	Planting of 178 shade trees along streets in downtown Mecca and improve a small park located at the corner of Hammond Road and 2nd Street	**Under construction:** Completion is expected in Fall 2025.
4	Avenue 66 Grade Separation	Riverside County Transportation Department	Along Avenue 66 between SR-111 and Hammond Road	Constructed a new grade separation and roadway to cross the Union Pacific Railroad, SR-111, and Hammond Road from a realigned Avenue 66 in the unincorporated community of Mecca, California.	**Constructed** 2022
5	St. Anthony Water and Sewer Consolidations	Coachella Valley Water District	91250 68th Ave Mecca, CA 92254	Consolidation of 3 small water systems into a potable water system to improve the reliability and potential safety of water supply. Included installation of more than 26,000 linear feet of water pipes along Avenue 66	**Constructed** 2025

Figure 2.22-1 Reference No.	Project Name	Lead Agency	Location	Proposed Use	Status
6	Ion Exchange Treatment Plant Replacement Well 7991	Coachella Valley Water District	67050 Hammond Road Mecca, CA 92254	Replace the existing 1,000-gallons-per-minute (gpm) ion exchange treatment system with a new 2,000 gpm treatment system to allow for the full use of the rehabilitated Well 7991, provide operating efficiency, and ensure adequate supply of water to the Mecca and Bombay Beach Production Zones (which include the communities of Mecca, North Shore, Bombay Beach, and other small communities).	**Under construction:** Completion is expected in Winter 2026 (January).
7	Mecca Lift Station 55-11 Upgrade	Coachella Valley Water District	66-100 Hammond Road, Mecca, CA	Replace and upgrade the existing lift station to provide storage capacity and to provide new piping and accessories, odor control, site improvements	**Constructed** 2024
8	North Shore Water Main Replacement Project	Coachella Valley Water District	Along Avenue 70 from Windward Drive to Reservoir No. 7101 (east of Sea View Way) and along Vander Veer Road from Grapefruit Blvd State Highway 111 to Avenue 70 in North Shore	Replacement of 13,150 linear feet of domestic water mains with 24-inch, 12-inch, and 10-inch diameter ductile iron pipe (DIP) and accessories.	**Constructed** 2025

Sources: County of Riverside 2025; Coachella Valley Water District 2025

2.22.1 Aesthetics

The resource study area (RSA) for aesthetics includes the project LOD, construction traffic control limits, and the general surrounding vicinity. It is the area of land that is visible from, adjacent to, and outside the project alignment, and it is determined by topography, vegetation, and viewing distance. The project and surrounding area's setting is relatively flat and generally decreases in elevation moving in a west-to-east direction. Within the project corridor, there are limited views of the San Jacinto and Santa Rosa Mountains to the northwest and Orocopia Mountains to the east.

As previously discussed in Section 2.1, *Aesthetics*, the project is not within or adjacent to areas designated as scenic vistas, and there would be no impacts on scenic vistas as a result of the project. The existing visual character of the project vicinity would not be degraded or substantially altered by the project. Changes associated with the project would result in slight alterations to the existing visual character of the area within the RSA but would still appear largely consistent with the existing visual environment. However, the installation of roadway signage and striping features along the length of the project corridor would create a roadway that is more visually unified.

The project, in consideration with the cumulative projects, would not result in a significant cumulative impact related to aesthetics.

2.22.2 Air Quality

The RSA for cumulative air quality impacts is within the Salton Sea Air Basin under the jurisdiction of SCAQMD. SCAQMD's cumulative air quality impact methodology indicates that if an individual project results in air emissions of criteria pollutants that exceed SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in nonattainment under an applicable NAAQS or CAAQS. Because the project's construction pollutant emissions (refer to Table 2.3-2) would not exceed the applicable SCAQMD regional significance thresholds, the project's emissions would not be cumulatively considerable.

Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, the project's contribution of pollutant emissions is not expected to result in measurable human health impacts on a regional scale.

2.22.3 Biological Resources

The RSA used for assessing cumulative impacts on biological resources is based on the BSA. The BSA for the project consists of the project's LOD and a 200-foot buffer. The LOD is located along Hammond Road and 70th Avenue, approximately between the unincorporated community of Mecca and North Shore, and includes the proposed roadway widening, ROW acquisition areas, and TCE areas.

The project occurs within the boundaries of the CVMSHCP area. While the project occurs within the CVMSHCP area, it is outside the confines of any defined Conservation Areas and is considered a Covered Activity under the CVMSHCP (as identified in the Biological Technical Report [County of Riverside 2025]). The project receives take of species authorization through the implementation of the CVMSHCP and has coverage for the species identified under the Plan.

Plant Species

A total of 13 special-status plant species may potentially occur within the BSA. Two of the 13 special-status plant species are covered under the CVMSHCP, the Coachella Valley milk-vetch and Mecca aster (*Xylorhiza cognata*). The Coachella Valley milk-vetch is also listed as federally endangered. Although 13 special-status plant species may potentially occur within the BSA, project activities will not be taking place in the portions of the BSA with suitable habitat. Furthermore, the project LOD is mostly located within the developed roadway and between road shoulders. As such, construction will occur in areas that are, or have been, routinely disturbed from prior roadway maintenance and repairs, human activity, and agricultural operations that generally preclude rare plants from occurring. With implementation of **AMM BIO-1**, the project, in combination with other planned projects, would not result in substantial cumulative impacts on plant species.

Animal Species

As discussed in Section 2.4, *Biological Resources*, thirteen special-status wildlife species were determined to have a low potential to occur based on marginal suitability of habitat and historical records of occurrence within the project vicinity, including listed and/or candidate species such as desert tortoise and Coachella Valley fringe-toed lizard. Other special-status wildlife species determined to have a low potential to occur include flat-tailed horned lizard, mountain plover, yellow warbler, Bendire's thrasher, crissal thrasher, pallid San Diego pocket mouse, Townsend's big-eared bat, western mastiff bat, western yellow bat, Palm Springs pocket mouse, and Palm Springs round-tailed ground squirrel. The Townsend's big-eared bat and western mastiff bat are not covered under the CVMSHCP and therefore require implementation of a specific bat avoidance measure, as described in **AMM BIO-3**, to avoid potential impacts on this species.

Five species were determined to have moderate potential to occur within the BSA based on greater availability or suitability of habitat and/or more recent documentations within the project vicinity: Couch's Spadefoot toad, burrowing owl, Vermillion flycatcher, Le Conte's thrasher, and American badger. With implementation of **AMM BIO-1, AMM BIO-6** and **AMM BIO-7** (as described in full in Section 2.4), no further measures are necessary for these species. In addition, focused protocol surveys and pre-construction nesting bird surveys as described in **AMM BIO-2** and **AMM BIO-4** would reduce the potential for burrowing owls and nesting birds. Also, evidence of mud nests (belonging to swallow species) exists under the 70th Avenue bridge near Cleveland Street. According to the project-specific Biological Technical Report, the nests are very likely active during the bird breeding season (February 1–September 1) and would require removal for the construction of the project. Therefore, implementation of **AMM BIO-5** would be required to avoid impacts on nesting swallows and prevent nesting from occurring during the breeding season at this location.

As previously discussed in Section 2.4.2, no direct impacts on potential wildlife corridors would occur on any CVMSHCP cores or linkages, as none are present within or adjacent to the BSA. No edge effects, including lighting, invasive species, urban runoff, toxins, and domestic predators, are anticipated. Consequently, no impacts on any wildlife corridors are expected as a result of the project and no AMMs or compensatory mitigation are required. The project would be consistent with the CVMSHCP in this regard. Therefore, the project, in combination with other planned projects, would not result in substantial cumulative impacts on animal species.

Riparian Habitat or Other Sensitive Natural Communities

Areas along Hammond Road and 70th Avenue within the BSA primarily consist agricultural operations, with some Coachella Valley Water District water management areas in the form of drainage and retention basins immediately south and west of Hammond Road. One sensitive natural community was identified during the CNDDB review as potentially occurring in the general project area, the Desert Fan Palm Oasis Woodland. However, this community was not present within the BSA during the field investigation conducted on March 5, 2025. During the vegetation mapping, ICF biologists observed several plant communities that are considered under the CVMSHCP to be sensitive natural communities when within a defined Conservation Area (Section 3.2.2 of the CVMSHCP). The communities present within the BSA that meet the definition of a Conserved Natural Community under the CVMSHCP are as follows: arrowweed scrub (mapped as Arrow Weed Thickets), Sonoran creosote bush scrub (mapped as Creosote Bush - White Bursage Scrub), desert saltbush scrub (mapped as Fourwing Saltbush Scrub), and desert sink scrub (mapped as Iodine Bush Scrub). Since the project is not within an established Conservation Area, standardized measures to protect modeled Conserved Natural Communities, as described in Section 4.4 and Section 10.0 of the Plan, do not apply. No impacts on riparian habitat or sensitive natural communities would occur, and no further action is required. Therefore, the project, in combination with other planned projects, would not result in substantial cumulative impacts on riparian habitat or other sensitive natural communities.

Wetlands and Other Waters

A total of 0.260-acre/784 linear feet of jurisdictional USACE/RWQCB non-wetland WoUS and 0.411-acre/784 linear feet of CDFW streambed would be temporarily impacted by the project. A total of 0.037-acre/76 linear feet of USACE/RWQCB non-wetland WoUS and 0.109-acre/76 linear feet of CDFW streambed would be permanently impacted by the project. No potential RWQCB Porter-Cologne Act WoS-only aquatic resources are mapped within the study area and no riparian vegetation subject to CDFW jurisdiction is mapped within the study area. As described in **MM BIO-8**, permanent and temporary impacts resulting from the project will require compensatory mitigation for jurisdictional waters. Final mitigation ratios will be determined in consultation with the USACE, RWQCB, and CDFW and will be at a minimum 1:1 ratio.

Implementation of a SWPPP (**SM WQ-1**) in compliance with the NPDES Construction General Permit would avoid or minimize potential impacts related to wetlands or other waters. BMPs would be implemented to the maximum extent practicable, meeting requirements in county ordinances and any subsequent permits. All appropriate BMPs would be utilized during

construction and maintenance to ensure that no indirect impacts occur to the downstream system. Implementation of measure **AMM BIO-7** would further reduce impacts to wetlands or other waters. Therefore, the project, in combination with other planned projects, would not result in substantial cumulative impacts on wetlands and other waters.

2.22.4 Cultural Resources

The RSA for cultural resources is established as the archaeological study area and built-environment study area (see Section 2.5, *Cultural Resources*, for more information). As discussed in Section 2.5, *Cultural Resources*, 24 previously recorded cultural resources are located within the quarter-mile radius of the study area. Of the 24 previously recorded cultural resources, 23 indicated in the quarter-mile records search are historic in age. These results suggest that there is potential for unknown subsurface historic-age archaeological resources within the archaeological study area. However, none of the previously recorded resources are located within the study area. Additionally, results of the Sacred Lands File search were negative, and the pedestrian survey was negative for archaeological resources.

Although the general vicinity of the project may have a moderate potential for containing precontact resources, the archaeological study area has a high level of disturbance due to local developments including agriculture, residential pads, commercial buildings, and Hammond Road itself. In addition, most of the ground disturbance proposed for the project would be shallow (i.e., approximately 1.1 foot of excavation on each side of the road to construct the bike lanes). Given the level of previous disturbance along Hammond Road, the project is unlikely to encounter buried archaeological resources and unlikely to have an adverse impact on cultural resources or TCRs.

While it appears no cultural resources would be directly affected by project activities, there is always a possibility of encountering unanticipated buried archaeological materials during subsurface excavations, although it is considered low for this project. **AMM CR-1** and **AMM CR-2** will be implemented to minimize potential adverse impacts on previously undocumented cultural materials in the event of an unanticipated discovery during construction.

Based on the results of the cultural resource record searches, surveys, and Native American consultation, there is no evidence of human remains within the project area that the project would affect. However, **AMM CR-2** will be implemented to minimize impacts if human remains were unexpectedly encountered during construction.

None of the projects listed in Table 2.22-1 occur in the project LOD and, therefore, the contribution of the project to the cumulative destruction of cultural resources would not be cumulatively considerable.

2.22.5 Geology/Soils/Paleontological Resources

The RSA for geology, soils and paleontology is established as the project LOD. The project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Earthwork in the project area would be performed in accordance with standard measures, as described in Section 2.10.3, *Avoidance, Minimization, and Mitigation*

Measures, in Section 2.10, *Hydrology and Water Quality*. Development in the seismically active region can put people and structures at risk from a wide range of earthquake-related effects, including seismic ground shaking. The existing level of seismic risk exposure represents a significant cumulative impact. However, as discussed above, various mechanisms are in place to reduce risks at the project level, including project-specific hazards evaluation processes mandated by the Seismic Hazards Mapping Act, as well as seismic design standards promulgated by the applicable building codes. Although there would be some residual level of risk because seismic hazards cannot be entirely avoided, the project would not contribute considerably to the existing cumulative impact related to seismic hazards. In addition, other cumulative projects would affect or be affected by geologic conditions/constraints at their project sites; such impacts generally do not combine with similar effects that could occur with other projects and therefore would not be expected to affect cumulative geological effects in the region.

The project LOD is within an area of high paleontological sensitivity. Although this is the case, the project would be required to comply with federal and State laws and regulations and local laws and ordinances as they relate to paleontological resources. Cumulative project impacts on paleontological resources would vary based on the footprint of each project. All projects that could affect paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA. Furthermore, a PMP (**AMM GEO-1**) will be implemented for this project, which will reduce or avoid potential impacts on paleontological resources in the project area, should they be discovered during construction. Therefore, the contribution of the project to the cumulative destruction of subsurface paleontological resources would not be cumulatively considerable.

Once the project and other projects are operational, they would not have the potential to affect unknown and nonrenewable paleontological resources. Therefore, operation of the project, in conjunction with other projects, would not result in significant cumulative impacts under CEQA related to unknown and nonrenewable paleontological resources.

2.22.6 Hazards/Hazardous Materials

The RSA for hazards and hazardous materials consists of sites within the project area and nearby properties in the vicinity (up to 1 mile). In general, only projects occurring in the vicinity of the project are considered due to the limited potential impact area associated with the release of hazardous materials into the environment. Reasonably foreseeable projects in the project's surroundings could result in construction impacts related to the routine transport, disposal, or handling of hazardous materials; intermittent use and transport of petroleum-based lubricants, solvents, and fuels; and transport of affected soil to and from sites.

However, hazardous waste generated during construction of any project would be collected, properly characterized for disposal, and transported in compliance with regulations such as those described under Section 2.9.1, *Regulatory Setting*. In addition, affected sites under development would undergo remediation (as necessary) under oversight of applicable State and local agencies, effectively reducing the number of contaminants found in the RSA. Hazardous materials are strictly regulated by local, State, and federal laws. Specifically, these laws are designed to ensure that hazardous materials do not result in a gradual increase in toxins in the environment. For each of the reasonably foreseeable projects under consideration, various project-specific measures

would be implemented as a condition of development approval to mitigate risks associated with exposure to hazardous materials. For these reasons, the project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a significant cumulative hazards or hazardous materials impact. The project's contribution to cumulative impacts would therefore not be cumulatively considerable.

2.22.7 Hydrology and Water Quality

The RSA for surface hydrology and water quality is composed of the project's LOD and a 50-foot buffer. The study area is within the Whitewater River and Salton Sea Hydrologic Unit Code (HUC) 8 watersheds and the Lower Whitewater River, Hidden Springs Canyon-Frontal Salton Sea, and Pinkham Wash-Box Canyon Wash HUC 10 subwatersheds. The project is within the Coachella Hydrologic Area and the Indio (719.47) Hydrologic Sub-Area. Several aquatic features flow through the study area, generally from north to south. These tributaries are all within the Salton Sea HUC 8 watershed and flow south into the Salton Sea. No aquatic features were mapped within the small portion of the study area that falls within the Whitewater River HUC 8 watershed.

The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features/watersheds, municipal storm drainage systems of the County of Riverside, or floodplains. Cumulative development could affect water quality if the land use changes, the intensity of the land use changes, or drainage conditions are altered to facilitate the introduction of pollutants to surface or groundwater resources. Changes in land use would alter the type and quantity of pollutants in stormwater runoff. An increase in the intensity of a land use would increase potential pollutant loads. Alterations in drainage patterns could increase pollutant loads by increasing the amount of stormwater runoff, transporting pollutants in stormwater runoff, causing or contributing to erosion if the rate of runoff increases, or exposing vulnerable areas to infiltration or runoff. Related projects would need to analyze current storm drain systems to assess runoff capacity. Cumulative growth and development could cause an increase in stormwater runoff, which would have an impact on the current storm systems. If the storm drain system does not have adequate capacity for increased runoff, then the storm drain system would need to be upgraded to accommodate the increases. An assessment would need to be conducted during new development to make sure the increase in stormwater is managed appropriately.

Other roadway widening projects listed in Table 2.22-1 would require new drainage facilities to accommodate stormwater runoff and therefore would not exceed the capacity of existing or otherwise planned drainage facilities in the surrounding areas. Development of the project could degrade stormwater quality through an increase in impervious surface area, as well as an increase in contaminated runoff, which could ultimately violate water quality standards and affect beneficial uses within the watersheds. The project does not represent a substantial departure from the existing land use of the area but does increase the impervious surface area. However, water quality impacts will be further avoided or minimized with the inclusion of **SM WQ-1**, through which the project will comply with the NPDES Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP.

Construction of the project as well as other planned projects in the vicinity would result in surface disturbances through the grading and compaction associated with typical development activities. Other roadway widening projects listed in Table 2.22-1 would result in similar types of impacts on water quality as the project. However, future land use and transportation projects would be required to comply with NPDES requirements (for projects disturbing more than one acre), MS4 Permits, and County requirements and guidance. Related projects would also be required to implement water quality BMPs at the time of development. In addition, groundwater dewatering during construction of the project is not anticipated. In the event dewatering is required for other planned projects in the vicinity, dewatering would be temporary and would not result in a loss of groundwater supplies. Development in highly urbanized areas would not be expected to increase the amount of impervious surfaces substantially because development would be occurring mostly in areas with a substantial amount of existing impervious surfaces. Therefore, groundwater recharged from rainfall would not be affected adversely. These measures would help ensure that future development within the watersheds would not have a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the project's contribution to cumulative impacts, would not be cumulatively considerable.

2.22.8 Noise

The RSA for noise includes the area within 0.5 mile of each side of the project. Construction activities would cause short-term elevated noise levels at the surrounding rural residences. It is reasonable to assume that other projects could occur within this time frame in close proximity to the project alignment. Projects identified to be constructed during this time could include commercial and roadway developments in the vicinity of the project area. Even if construction of any project listed in Table 2.22-1 were to occur within the same time frame of construction of the project, and in close proximity, construction noise would not be considered cumulatively considerable, as construction noise is generally exempt from the County's noise ordinance, provided that construction activities occur during the permitted hours.

Construction noise would not be in excess of the limits of any applicable noise standards, because construction noise is generally exempt from the County's noise ordinance, provided that construction activities occur during the permitted hours. For construction activities located more than 0.25 mile from an occupied residence, construction noise would be exempt from the noise ordinance at any time of the day. When construction of the project occurs within 0.25 mile of an occupied residence, noise impacts would be addressed by prohibiting noise-generating construction activity between the hours of 6:00 p.m. and 6:00 a.m. June through September, and 6:00 p.m. and 7:00 a.m. October through May as restricted by County of Riverside code. Additionally, the incorporation of noise control measures would be implemented as appropriate to reduce increases in noise during construction, as discussed below. While this measure is not required to mitigate this impact, it would further reduce the effects of noise on nearby residences if included during construction.

Construction noise would be temporary and limited to the duration of the construction. Based on the types of construction activities and equipment that are expected to be required for the project, noise levels at 15 meters (50 feet) from the center of construction activities would generally range from 80 to 85 dBA during peak periods. Because not all of the equipment would be operating at the same time or for the entire day, the $L_{eq}(h)$ from project construction would be

substantially lower than the peak period and the maximum noise levels reflected in Table 2.13-1. In addition, **SM NOI-1** was identified to reduce potential construction noise levels to the greatest extent practical. Regardless of the implementation of this standard measure, cumulative impacts on noise, as well as the project's contribution to cumulative impacts, would not be cumulatively considerable.

2.22.9 Transportation

The RSA for transportation includes the total length of the project (approximately 9.2 miles long) and intersections within the project corridor. The project and the future transportation projects will include a TCP, as referenced in **SM TR-1**, to minimize traffic delays and to maintain traffic flow and safety. In addition, the County's public affairs will communicate with motorists, residents, transit facilities, and emergency service responders on any potential detours and/or closures. Construction impacts would be temporary and less than significant and will be further reduced or avoided with the inclusion of **SM TR-1**. Construction-related impacts from the project would not result in cumulatively considerable traffic impacts.

To the extent that construction periods of the project and related projects overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously adjacent to the project area to result in deterioration of traffic operations on local roadways. However, the related projects that have the potential to occur at the same time as the project would not occur directly within the RSA for this resource. Therefore, when combined with other development and transportation projects, the project would not cause a substantial change because construction sites and schedules would be staggered throughout Riverside County as shown in Table 2.22-1. Therefore, the project would not contribute to a cumulative impact related to transportation.

2.22.10 Utilities and Service Systems

The RSA for the analysis of cumulative impacts associated with utilities and service systems consists of Riverside County. The project would not involve the construction of new utility facilities for use by the project; however, relocation or modification of some existing surface or subsurface utility facilities could be required due to project-related ground disturbance, resulting in intermittent disruptions of utilities during construction. However, implementation of **SM UT-1** and **SM UT-2** will avoid and/or minimize these impacts during construction. Other projects listed in Table 2.22-1 would also have to coordinate with utilities to minimize disruptions. Therefore, when combined with other past, present, and foreseeable future projects, impacts would be minimal and temporary and would not constitute a cumulative impact.

The project would require some water for construction activities. Any wastewater generated during construction would be minimal and the project would have sufficient water supplies and would be served by a landfill with sufficient permitted capacity. As with the project, other past, present, and foreseeable future projects would likely generate a minimal amount of wastewater, have sufficient water supplies, and be served by a landfill with sufficient space. Therefore, there would be no cumulative impact.

2.22.11 Wildfire

The RSA includes the unincorporated community of Mecca and North Shore in Riverside County. The project would not install any facilities that would exacerbate impacts related to wildfire. The project is near a Moderate FHSZ, along the project alignment on 70th Avenue from Cleveland Street through Sea View Way. However, the project would make improvements to an existing roadway and would not lead to increased human presence in hazardous areas. By increasing the width of the existing roadway to include buffered bike lanes, the project would be contributing to a more-effective firebreak by reducing vegetation adjacent to the roadside and providing additional areas for emergency response vehicle staging. During construction of the project, emergency response times could increase temporarily as a result of temporary lane closures, detours, speed reductions, and the presence of construction personnel and equipment in the area. **SM TR-1** will be included to further maintain emergency access to the project area and nearby properties.

To the extent that construction periods of the project and related projects overlap, there is a potential for cumulative local-level emergency response time delays, including fire service. However, the related projects that could occur at the same time of the project would not occur directly within the project vicinity. Therefore, the project would not contribute to a cumulative impact related to wildfire.

2.22.12 Avoidance, Minimization, and Mitigation Measures

No additional measures are needed beyond those identified under the individual resource discussions.

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Chapter 3 List of Preparers

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Chapter 4 References

4.1 Chapter 2, CEQA Checklist

4.1.1 Aesthetics

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Appendix A Acronyms

Term	Definition
2019 CAP	2019 Climate Action Plan Update
2025 CAP	2025 Climate Action Plan Update
AB	Assembly Bill
ADA	Americans with Disabilities Act
AMM	Avoidance and Minimization Measure
AQMP	Air Quality Management Plan
Basin	Salton Sea Air Basin
Basin Plan	Water Quality Control Plan for the Colorado River Basin
BMPs	best management practices
bmsl	below mean sea level
BSA	biological study area
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CAPTAC	Comprehensive Agricultural Preserve Technical Advisory Committee
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CDP	census-designated place
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CESA	California Endangered Species Act
CFG Code	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society

Term	Definition
CO	carbon monoxide
CO_2,	carbon dioxide
Commission	California Building Standards Commission
County	County of Riverside Transportation Department
CR	Commercial Regional
CRHR	California Register of Historical Resources
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CWA	Clean Water Act
dBA	A-weighted decibels
DSA	disturbed soil area
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EFZ	Earthquake Fault Zone
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmentally Sensitive Area
ESL	Environmental Screening Level
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPPA	Farmland Protection Policy Act
FRPP	Farm and Ranch Lands Protection Program
ft bgs	feet below ground surface
GHG	greenhouse gas
gpm	gallons per minute
GSAs	Groundwater Sustainability Agencies
GSP	groundwater sustainability plan
HUC	Hydrologic Unit Code
in/sec	inches per second
IS	initial study
JSA	jurisdictional study area
$L_{eq}(h)$	hourly equivalent noise level
LOD	limits of disturbance
LST	localized significance threshold
LUST	leaking underground storage tank
MLD	most likely descendant

Term	Definition
MM	Mitigation Measure
MND	mitigated negative declaration
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MSHCP	multiple-species habitat conservation plan
$MTCO_2e$	metric tons of carbon dioxide equivalent
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	negative declaration
NOAA	National Oceanic and Atmospheric Administration
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O&M	operations and maintenance
O_3	ozone
Pb	lead
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	fine particulate matter
PMP	Paleontological Mitigation Plan
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PPV	peak particle velocity
PRC	Public Resources Code
PRIMP	paleontological resource impact mitigation program
RCRA	Resource Conservation and Recovery Act of 1976
ROG	reactive organic gas
ROW	right of way
RPS	Renewables Portfolio Standard
RSA	resource study area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB or Regional Water Board	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center

Term	Definition
SDS	safety data sheet
SGMA	Sustainable Groundwater Management Act of 2014
SM	Standard Measure
SMP	Soil Management Plan
SOI	Secretary of the Interior
SO_X	sulfur oxides
SR	State Route
SRA	Source Receptor Area
SRI	Statistical Research, Inc.
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	temporary construction easement
TCP	Traffic Control Plan
TCR	tribal cultural resource
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	waste discharge requirement
WoS	waters of the State
WoUS	waters of the United States
WSC	Western Science Center

Appendix B Emissions Estimates

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RCTD Hammond Rd and 70th Ave Bike Lanes Detailed Report

Table of Contents

8. User Changes to Default Data

8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	RCTD Hammond Rd and 70th Ave Bike Lanes
Construction Start Date	9/1/2026
Lead Agency	Riverside County
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.0
Precipitation (days)	8.8
Location	33.5402726362032, -116.0286448014937
County	Riverside-Salton Sea
City	Unincorporated
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5664
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.35

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Road Widening	9.2	Mile	66	0.00	0.00	—	—	—
Bridge/Overpass Construction	0.01	Mile	0.10	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11	9.7	76	105	0.20	3.2	5.5	7.9	3.0	0.97	3.7	—	23,122	23,122	0.88	0.62	10	23,223
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12	10.0	81	101	0.20	3.5	5.5	8.2	3.3	0.97	4.0	—	22,874	22,874	0.89	0.62	0.27	22,970
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.6	4.7	38	51	0.10	1.5	2.6	4.1	1.4	0.42	1.8	—	11,829	11,829	0.44	0.16	1.7	11,891
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.0	0.86	6.9	9.3	0.02	0.28	0.47	0.75	0.26	0.08	0.33	—	1,958	1,958	0.07	0.03	0.29	1,969

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.5	1.3	13	15	0.04	0.50	5.5	6.0	0.47	0.97	1.4	—	5,839	5,839	0.12	0.62	10	6,038

2027	11	9.7	76	105	0.20	3.2	4.7	7.9	3.0	0.73	3.7	—	23,122	23,122	0.88	0.25	5.8	23,223
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	12	10.0	81	101	0.20	3.5	5.5	8.2	3.3	0.97	4.0	—	22,874	22,874	0.89	0.62	0.27	22,970
2027	11	9.6	76	100	0.20	3.2	4.7	7.9	3.0	0.73	3.7	—	22,837	22,837	0.88	0.32	0.21	22,933
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.8	1.5	13	16	0.03	0.55	1.2	1.7	0.50	0.20	0.70	—	3,792	3,792	0.13	0.09	0.83	3,824
2027	5.6	4.7	38	51	0.10	1.5	2.6	4.1	1.4	0.42	1.8	—	11,829	11,829	0.44	0.16	1.7	11,891
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.33	0.28	2.3	2.9	0.01	0.10	0.22	0.32	0.09	0.04	0.13	—	628	628	0.02	0.02	0.14	633
2027	1.0	0.86	6.9	9.3	0.02	0.28	0.47	0.75	0.26	0.08	0.33	—	1,958	1,958	0.07	0.03	0.29	1,969

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.93	8.1	9.0	0.01	0.43	—	0.43	0.39	—	0.39	—	1,264	1,264	0.05	0.01	—	1,268
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—

Demolition	—	—	—	—	—	—	3.1	3.1	—	0.47	0.47	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	0.02	17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.93	8.1	9.0	0.01	0.43	—	0.43	0.39	—	0.39	—	1,264	1,264	0.05	0.01	—	1,268
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	3.1	3.1	—	0.47	0.47	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	< 0.005	17
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	0.86	< 0.005	0.04	—	0.04	0.04	—	0.04	—	121	121	< 0.005	< 0.005	—	122
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.30	0.30	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	1.5	1.5	< 0.005	< 0.005	< 0.005	1.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.14	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20	20	< 0.005	< 0.005	—	20
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.27
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.27	0.29	5.3	0.00	0.00	0.78	0.78	0.00	0.18	0.18	—	872	872	0.03	0.03	2.8	885
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	0.08	4.1	0.95	0.03	0.07	1.00	1.1	0.07	0.26	0.33	—	3,681	3,681	0.04	0.58	7.7	3,862
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.22	0.31	3.0	0.00	0.00	0.78	0.78	0.00	0.18	0.18	—	743	743	0.01	0.03	0.07	752
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	0.07	4.4	0.97	0.03	0.07	1.00	1.1	0.07	0.26	0.33	—	3,685	3,685	0.04	0.58	0.20	3,858
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.36	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	76	76	< 0.005	< 0.005	0.12	77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.01	0.41	0.09	< 0.005	0.01	0.10	0.10	0.01	0.02	0.03	—	353	353	< 0.005	0.06	0.32	370
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13	13	< 0.005	< 0.005	0.02	13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58	58	< 0.005	0.01	0.05	61

3.3. Linear, Grading & Excavation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	11	9.5	80	94	0.20	3.5	—	3.5	3.3	—	3.3	—	21,119	21,119	0.86	0.17	—	21,191
Dust From Material Movement	—	—	—	—	—	—	2.6	2.6	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	< 0.005	17
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.6	1.3	11	13	0.03	0.50	—	0.50	0.46	—	0.46	—	2,976	2,976	0.12	0.02	—	2,986
Dust From Material Movement	—	—	—	—	—	—	0.37	0.37	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	2.2	2.2	< 0.005	< 0.005	< 0.005	2.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.29	0.24	2.1	2.4	0.01	0.09	—	0.09	0.08	—	0.08	—	493	493	0.02	< 0.005	—	494
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.39
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.51	0.70	6.8	0.00	0.00	1.8	1.8	0.00	0.41	0.41	—	1,671	1,671	0.03	0.07	0.16	1,692
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62	62	< 0.005	0.01	< 0.005	65
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.09	1.2	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	252	252	< 0.005	0.01	0.38	255
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.8	8.8	< 0.005	< 0.005	0.01	9.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	42	42	< 0.005	< 0.005	0.06	42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.5	1.5	< 0.005	< 0.005	< 0.005	1.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Linear, Grading & Excavation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	11	9.1	75	94	0.20	3.2	—	3.2	3.0	—	3.0	—	21,120	21,120	0.86	0.17	—	21,192
Dust From Material Movement	—	—	—	—	—	—	2.6	2.6	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	0.02	16
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	11	9.1	75	94	0.20	3.2	—	3.2	3.0	—	3.0	—	21,120	21,120	0.86	0.17	—	21,192
Dust From Material Movement	—	—	—	—	—	—	2.6	2.6	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	< 0.005	16
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.1	2.6	21	27	0.06	0.92	—	0.92	0.84	—	0.84	—	6,034	6,034	0.24	0.05	—	6,055
Dust From Material Movement	—	—	—	—	—	—	0.75	0.75	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	4.5	4.5	< 0.005	< 0.005	< 0.005	4.7

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	3.9	4.9	0.01	0.17	—	0.17	0.15	—	0.15	—	999	999	0.04	0.01	—	1,002
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	0.77
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.58	0.58	11	0.00	0.00	1.8	1.8	0.00	0.41	0.41	—	1,924	1,924	0.02	0.06	5.7	1,949
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61	61	< 0.005	0.01	0.15	63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.48	0.64	6.3	0.00	0.00	1.8	1.8	0.00	0.41	0.41	—	1,638	1,638	0.02	0.06	0.15	1,658
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61	61	< 0.005	0.01	< 0.005	63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.17	2.3	0.00	0.00	0.50	0.50	0.00	0.12	0.12	—	500	500	0.01	0.02	0.70	507
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	17	17	< 0.005	< 0.005	0.02	18
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.41	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	83	83	< 0.005	< 0.005	0.12	84
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.9	2.9	< 0.005	< 0.005	< 0.005	3.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Linear, Drainage, Utilities, & Sub-Grade (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.8	5.7	49	57	0.13	1.9	—	1.9	1.8	—	1.8	—	14,136	14,136	0.57	0.11	—	14,184
Dust From Material Movement	—	—	—	—	—	—	1.8	1.8	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	0.02	16
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.8	5.7	49	57	0.13	1.9	—	1.9	1.8	—	1.8	—	14,136	14,136	0.57	0.11	—	14,184
Dust From Material Movement	—	—	—	—	—	—	1.8	1.8	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	< 0.005	16
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.9	1.6	14	16	0.04	0.55	—	0.55	0.50	—	0.50	—	4,028	4,028	0.16	0.03	—	4,042

Dust From Material Movement	—	—	—	—	—	—	0.51	0.51	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	—	4.4	4.4	< 0.005	< 0.005	< 0.005	4.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.30	2.5	3.0	0.01	0.10	—	0.10	0.09	—	0.09	—	667	667	0.03	0.01	—	669
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	0.77
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.44	0.44	8.4	0.00	0.00	1.3	1.3	0.00	0.31	0.31	—	1,461	1,461	0.02	0.05	4.3	1,480
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.49	4.8	0.00	0.00	1.3	1.3	0.00	0.31	0.31	—	1,244	1,244	0.02	0.05	0.11	1,259
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.7	0.00	0.00	0.38	0.38	0.00	0.09	0.09	—	379	379	< 0.005	0.01	0.53	384
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	63	63	< 0.005	< 0.005	0.09	63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Linear, Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.6	1.4	13	21	0.03	0.48	—	0.48	0.44	—	0.44	—	3,104	3,104	0.13	0.03	—	3,115
Onsite truck	< 0.005	< 0.005	0.06	0.04	< 0.005	< 0.005	0.30	0.30	< 0.005	0.03	0.03	—	16	16	< 0.005	< 0.005	< 0.005	16
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.19	1.8	2.9	< 0.005	0.07	—	0.07	0.06	—	0.06	—	442	442	0.02	< 0.005	—	444
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	2.2	2.2	< 0.005	< 0.005	< 0.005	2.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.04	0.33	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	73	73	< 0.005	< 0.005	—	73
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.39
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.36	3.5	0.00	0.00	0.98	0.98	0.00	0.23	0.23	—	910	910	0.01	0.04	0.08	921
Vendor	0.10	0.07	2.1	0.87	0.02	0.03	0.55	0.58	0.03	0.15	0.18	—	1,946	1,946	0.02	0.26	0.13	2,024
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.63	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	139	139	< 0.005	0.01	0.19	140
Vendor	0.01	0.01	0.29	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	277	277	< 0.005	0.04	0.30	288
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	23	23	< 0.005	< 0.005	0.03	23
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46	46	< 0.005	0.01	0.05	48
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetati	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	9/1/2026	10/20/2026	5.0	35	—
Linear, Grading & Excavation	Linear, Grading & Excavation	10/21/2026	5/26/2027	5.0	155	—
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	5/27/2027	10/19/2027	5.0	104	—
Linear, Paving	Linear, Paving	10/20/2027	12/31/2027	5.0	52	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	18	8.0	6.0	0.82
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	2.0	8.0	87	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	4.0	8.0	36	0.38
Linear, Grading & Excavation	Excavators	Diesel	Average	7.0	8.0	36	0.38
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	3.0	8.0	87	0.43
Linear, Grading & Excavation	Graders	Diesel	Average	4.0	8.0	148	0.41

Linear, Grading & Excavation	Rollers	Diesel	Average	5.0	8.0	36	0.38
Linear, Grading & Excavation	Signal Boards	Electric	Average	18	8.0	6.0	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	Diesel	Average	6.0	8.0	84	0.37
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	4.0	8.0	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	6.0	8.0	423	0.48
Linear, Grading & Excavation	Cranes	Diesel	Average	1.00	8.0	367	0.29
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	5.0	8.0	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	2.0	8.0	96	0.40
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	Diesel	Average	5.0	8.0	84	0.37
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	18	8.0	6.0	0.82
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	3.0	8.0	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	2.0	8.0	8.0	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	2.0	8.0	11	0.74
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	2.0	8.0	37	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	2.0	8.0	14	0.74
Linear, Paving	Rollers	Diesel	Average	3.0	8.0	36	0.38
Linear, Paving	Paving Equipment	Diesel	Average	2.0	8.0	89	0.36
Linear, Paving	Pavers	Diesel	Average	2.0	8.0	81	0.42

Linear, Paving	Tractors/Loaders/Backhoes	Diesel	Average	5.0	8.0	84	0.37
Linear, Paving	Signal Boards	Electric	Average	18	8.0	6.0	0.82

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Linear, Grubbing & Land Clearing	Worker	60	19	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00	10	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	55	20	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	3.0	1.00	HHDT
Linear, Grading & Excavation	Worker	135	19	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	2.0	10	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.00	20	HHDT
Linear, Grading & Excavation	Onsite truck	3.0	1.00	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Worker	103	19	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00	10	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	3.0	1.00	HHDT
Linear, Paving	Worker	75	19	LDA,LDT1,LDT2
Linear, Paving	Vendor	64	10	HHDT,MHDT
Linear, Paving	Hauling	0.00	20	HHDT
Linear, Paving	Onsite truck	3.0	1.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Apply dust suppressants to unpaved roads	84%	84%
Limit vehicle speeds on unpaved roads to 25 mph	57%	57%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Linear, Grubbing & Land Clearing	—	—	66	7,730	0.00
Linear, Grading & Excavation	—	—	66	0.00	0.00
Linear, Drainage, Utilities, & Sub-Grade	—	—	66	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	1,057	457	0.03	< 0.005
2027	1,585	457	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20	annual days of extreme heat
Extreme Precipitation	0.25	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	0.08	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	61
AQ-PM	8.7
AQ-DPM	18
Drinking Water	62
Lead Risk Housing	48
Pesticides	95
Toxic Releases	3.9
Traffic	4.3
Effect Indicators	—

CleanUp Sites	72
Groundwater	48
Haz Waste Facilities/Generators	62
Impaired Water Bodies	98
Solid Waste	97
Sensitive Population	—
Asthma	18
Cardio-vascular	71
Low Birth Weights	57
Socioeconomic Factor Indicators	—
Education	100
Housing	72
Linguistic	100
Poverty	99
Unemployment	94

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	3.567303991
Employed	11.71564224
Median HI	4.362889773
Education	—
Bachelor's or higher	1.539843449
High school enrollment	100
Preschool enrollment	9.713845759
Transportation	—

Auto Access	43.30809701
Active commuting	29.10304119
Social	—
2-parent households	68.67701784
Voting	8.37931477
Neighborhood	—
Alcohol availability	80.75195688
Park access	24.97112794
Retail density	4.38855383
Supermarket access	32.55485692
Tree canopy	2.797382266
Housing	—
Homeownership	41.92223791
Housing habitability	10.06031054
Low-inc homeowner severe housing cost burden	11.80546644
Low-inc renter severe housing cost burden	28.03798281
Uncrowded housing	8.469138971
Health Outcomes	—
Insured adults	1.231874759
Arthritis	0.0
Asthma ER Admissions	75.8
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	53.5

Cognitively Disabled	84.2
Physically Disabled	71.5
Heart Attack ER Admissions	24.6
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	47.1
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	14.8
Elderly	92.4
English Speaking	1.0
Foreign-born	95.6
Outdoor Workers	0.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	85.5
Traffic Density	4.2
Traffic Access	23.0
Other Indices	—
Hardship	99.6
Other Decision Support	—

2016 Voting	18.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	82
Healthy Places Index Score for Project Location (b)	5.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	EasternCoachellaValley

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Demolition	Per project information
Construction: Trips and VMT	Per project information

Project Construction Fuel Consumption Summary

Source Category	Fuel Consumption (gal)	
	Diesel	Gasoline
Offroad Equipment	223,332	--
Haul Trucks	6,284	--
Vendor Trucks	5,659	--
Workers	--	24,964
Total Fuel Consumption	**235,276**	**24,964**

Construction Duration (years):	1.3
Average Annual Diesel (gal):	176,699
Average Annual Gasoline (gal):	18,748

County Fuel Consumption (2024) [1]

County: Riverside

Source	Fuel Type	Gallons (Retail + Non-Retail	Percent of Project Compared to County
Workers	Gas	966,000,000	0.00194%
Off-Road/Haul & Vendor Trucks	Diesel	267,090,620	0.06616%

Notes:

1. California Energy Commission, California Annual Retail Fuel Outlet Report Results (CEC-A15), 2010-2024
https://www.energy.ca.gov/sites/default/files/2025-09/2010-2024_CEC-A15_Results_and_Analysis_ADA.xlsx
Accessed October 2025. Diesel is adjusted to account for retail (62.9%) and non-retail (37.1%) diesel sales.

Offroad Equipment

Fuel Consumption: Equipment ≤ 100HP	Value
Brake Specific Fuel Consumption Factor (lb/hp-hr)[1]	0.408
Fuel Density (lb/gal)[1]	7.11
Consumption Factor (gal/hp-hr)	0.0574
Total HP-HR <100	1,006,162
Total Diesel Fuel (gal)	**57,746**

Fuel Consumption: Equipment > 100HP	Value
Brake Specific Fuel Consumption Factor (lb/hp-hr)[1]	0.367
Fuel Density (lb/gal)[1]	7.11
Consumption Factor (gal/hp-hr)	0.0516
Total HP-HR >100	3,207,507
Total Diesel Fuel (gal)	**165,587**

Total diesel gallons (off-road equipment): 223,332

Phase Name	Equipment	# of Equipment	Hours/Day	HP	Load Factor	Days	Total HP-HR
Linear, Grubbing & Land Clearing	Crawler Tractors	2	8	87	0.43	35	20,949.6
Linear, Grubbing & Land Clearing	Excavators	4	8	36	0.38	35	15,321.6
Linear, Grading & Excavation	Excavators	7	8	36	0.38	155	118,742.4
Linear, Grading & Excavation	Crawler Tractors	3	8	87	0.43	155	139,165.2
Linear, Grading & Excavation	Graders	4	8	148	0.41	155	300,972.8
Linear, Grading & Excavation	Rollers	5	8	36	0.38	155	84,816.0
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	6	8	84	0.37	155	231,235.2
Linear, Grading & Excavation	Rubber Tired Loaders	4	8	150	0.36	155	267,840.0
Linear, Grading & Excavation	Scrapers	6	8	423	0.48	155	1,510,617.6
Linear, Grading & Excavation	Cranes	1	8	367	0.29	155	131,973.2
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	5	8	423	0.48	104	844,646.4
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	2	8	96	0.4	104	63,897.6
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	5	8	84	0.37	104	129,292.8
Linear, Drainage, Utilities, & Sub-Grade	Graders	3	8	148	0.41	104	151,457.3
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	2	8	8	0.43	104	5,724.2
Linear, Drainage, Utilities, & Sub-Grade	Pumps	2	8	11	0.74	104	13,545.0
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	2	8	37	0.48	104	29,552.6
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	2	8	14	0.74	104	17,239.0
Linear, Paving	Rollers	3	8	36	0.38	52	17,072.6
Linear, Paving	Paving Equipment	2	8	89	0.36	52	26,657.3
Linear, Paving	Pavers	2	8	81	0.42	52	28,304.6
Linear, Paving	Tractors/Loaders/Backhoes	5	8	84	0.37	52	64,646.4
						Total >100HP	3,207,507.3
						Total <100HP	1,006,162.2

Notes:
1. CARB, 2017 Off-road Diesel Emission Factors
https://ww3.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7.xlsx

Haul Trucks

Onroad Travel Consumption	Value
EMFAC2021 Diesel Fuel Consumption Factor (gal/mi):[1]	0.161
Total VMT (mi):	38,500
Total diesel gallons	**6,182**
Idling Consumption	**Value**
Idling Fuel Consumption Factor (gal/hr):[2]	0.6400
Total Idle-Hours per Year:	160
Total diesel gallons	**103**

Total diesel gallons: 6,284

Phase	Days/year	One-Way Truck Trips per Day	Trip Length (miles)	Vehicle Category	VMT	Idle Hours	Onroad Travel Consumption (gal)	Idling Consumption (gal)	Total Fuel Consumption (gal)
Linear, Grubbing & Land Clearing	35	55.00	20.00	HHDT	38,500	160	6181.67	102.67	6284.34
Linear, Grading & Excavation	155	0.00	20.00	HHDT	0	0	-	-	-
Linear, Drainage, Utilities, & Sub-Grade	104	0.00	20.00	HHDT	0	0	-	-	-
Linear, Paving	52	0.00	20.00	HHDT	0	0	-	-	-
				Total VMT:	**38,500**		**6,181.67**	**102.67**	**6,284.34**
				Total Idle-Hours:		**160**			

1. CARB, EMFAC2021 (SCAQMD; HHDT; Annual; CY 2025; Aggregate MY; Aggregate Speed,DSL)
2. Department of Energy, Fact #861, 2015 Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles, February 23, 2015. https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles

Vendor Trucks

Onroad Travel Consumption	Value
EMFAC2021 Diesel Fuel Consumption Factor (gal/mi):[1]	0.147
Total VMT (mi):	37,108
Total diesel gallons	**5,465**
Idling Consumption	**Value**
Idling Fuel Consumption Factor (gal/hr):[2]	0.6400
Total Idle-Hours per Year:	303
Total diesel gallons	**194**

Total diesel gallons: 5,659

Phase	Days/year	One-Way Truck Trips per Day	Trip Length (miles)	Vehicle Category	VMT	Idle Hours	Onroad Travel Consumption (gal)	Idling Consumption (gal)	Total Fuel Consumption (gal)
Linear, Grubbing & Land Clearing	35	0.00	10.20	HHDT/MHDT	0	0	-	-	-
Linear, Grading & Excavation	155	2.00	10.20	HHDT/MHDT	3,162	26	465.71	16.53	482.24
Linear, Drainage, Utilities, & Sub-Grade	104	0.00	10.20	HHDT/MHDT	0	0	-	-	-
Linear, Paving	52	64.00	10.20	HHDT/MHDT	33,946	277	4999.62	177.49	5177.12
				Total VMT:	**37,108**		**5,465.33**	**194.03**	**5,659.36**
				Total Idle-Hours:		**303**			

1. CARB, EMFAC2021 (SCAQMD; HHDT/MHDT; Annual; CY 2025; Aggregate MY; Aggregate Speed,DSL)
2. Department of Energy, Fact #861, 2015 Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles, February 23, 2015. https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles

Worker Vehicles

Onroad Travel Consumption	Value
EMFAC2021 Gasoline Fuel Consumption Factor (gal/mi):[1]	0.036
Total VMT (mi):	693,399
Total gasoline gallons	**24,964**

Phase	Days/year	One-Way Vehicle Trips per day	Trip Length (miles)	Vehicle Category	VMT	Onroad Travel Consumption (gal)
Linear, Grubbing & Land Clearing	35	60.0	18.50	LD Fleet Mix	38,850	1,399
Linear, Grading & Excavation	155	135.0	18.50	LD Fleet Mix	387,113	13,937
Linear, Drainage, Utilities, & Sub-Grade	104	103.0	18.50	LD Fleet Mix	198,172	7,135
Linear, Paving	52	72.0	18.50	LD Fleet Mix	69,264	2,494
				Total VMT:	**693,399**	**24,964**

CARB, EMFAC2021 (SCAQMD; LDA/LDT1/LDT2; Annual; CY 2025; Aggregate MY; Aggregate Speed,GAS)

Department of Energy, Fact #861, 2015 Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles, February 23, 2015.

https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles

PhaseName	PhaseType	PhaseStartDate	PhaseEndDate	NumDaysWeek	NumDays
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	9/1/2026	10/20/2026	5	35
Linear, Grading & Excavation	Linear, Grading & Excavation	10/21/2026	5/26/2027	5	155
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	5/27/2027	10/19/2027	5	104
Linear, Paving	Linear, Paving	10/20/2027	12/31/2027	5	52

Idling Fuel Consumption Factors

VEHICLE TYPE	FUEL TYPE	ENGINE SIZE (LITER)	GROSS VEHICLE WEIGHT (GVW) (LBS)	IDLING FUEL USE (GAL/HR WITH NO LOAD)
Compact Sedan	Gas	2	-	0.16
Large Sedan	Gas	4.6	-	0.39
Compact Sedan	Diesel	2	-	0.17
Medium Heavy Truck	Gas	7-May	19,700-26,000	0.84
Delivery Truck	Diesel	-	19,500	0.84
Tow Truck	Diesel	-	26,000	0.59
Medium Heavy Truck	Diesel	10-Jun	23,000-33,000	0.44
Transit Bus	Diesel	-	30,000	0.97
Combination Truck	Diesel	-	32,000	0.49
Bucket Truck	Diesel	-	37,000	0.9
Tractor-Semitrailer	Diesel	-	80,000	0.64

Department of Energy, Fact #861, 2015 Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles, February 23, 2015.
https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles

This tool provides a quick estimation of the fuel use and emissions for your equipment in a specific year. The results may slightly differ from those from the official inventory model.

Instructions:

Enter the horsepwer, model year, and other details about your equipment in the Input box.

Make sure to update the ***load factor*** for your equipment using the lookup table.

The ***Output*** box gives a quick estimation of the fuel use, NOx, PM, and THC emission for your equipment.

Input

Input	Input Engine Here
Horsepower (hp)	70
Model year Calendar year	2011 2015
Activity (annual hours)	250
Accumulated hours on equipment (estimate using annual-hours*age if you only know the age of the equipment)	1000
Load factor (check the lookup table)	0.2

Intermediate steps

HPbin	75
NOx_EF0	2.90
NOx_DR	3.8E-05
NOx_FCF	0.950
PM_EF0	0.16
PM_DR	1.2E-05
PM_FCF	0.90
THC_EF0	0.10
THC_DR	2.5E-05
THC_FCF	0.90
NOx_EF (g/hp-hr)	2.79
PM_EF (g/hp-hr)	0.15
THC_EF (g/hp-hr)	0.11
CO2_EF (kg/gallon-diesel)*	10.21
BSFC (lb/hp-hr)	0.408
Unit conversion (lb/gallon)	7.109

*Reference: www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf

Results

Fuel Used (gallon)	201
NOx Emissions (kg)	9.8
PM Emissions (kg)	0.5
THC Emissions (kg)	0.4
CO2 Emissions (kg)	2050.9
NOx Emission Factor (including deterioration and fuel correction factor): gram/bhp-hr	2.79
PM Emission Factor (including deterioration and fuel correction factor): gram/bhp-hr	0.15
THC Emission Factor (including deterioration and fuel correction factor): gram/ bhp-hr	0.11

Loac Factor Lookup Table

Equipment Category	Equipment Type	Details	Load Factor
Agriculture equipment	Agricultural tractors		0.48
	Combine harvesters		0.44
	Forage & silage harvesters		0.44
	Cotton pickers		0.44
	Nut harvester		0.44
	Other harvesters		0.44
	Balers (self propelled)		0.50
	Bale wagons (self propelled)		0.50
	Swathers/windrowers/hay conditioners		0.48
	Hay Squeeze/Stack retriever		0.42
	Sprayers/Spray rigs		0.42
	Construction equipment		0.40
	Other non-mobile		0.48
	Forklifts		0.40
	Atvs		0.40
	Others		0.40
Portable equipment	All portable equipment		0.31
Cargo Handling Equipment	Construction equipment		0.55
	Container handling equipment		0.59
	Forklift		0.30
	Other general industrial equipment		0.51
	Rtg crane		0.20
	Yard tractor		0.39
	TRU on trailers	25 HP and over, MY2012 and Older	0.46

Transport Refrigeration Units (TRU)	TRU on trailers	25 HP and over, MY2013 and Newer	0.38
	TRU on trailers	23 HP and Over, below 25 HP, All years	0.46
	TRU on trucks	Below 23 HP, All Model years	0.56
	TRU on railcars	25 HP and over, MY2012 and Older	0.33
	TRU on railcars	25 HP and over, MY2013 and Newer	0.27
	TRU on railcars	Below 25 HP, All Model years	0.33
	TRU with generators	25 HP and over, MY2012 and Older	0.46
	TRU with generators	25 HP and Over, MY2013 and Newer	0.38
	TRU with generators	23 HP and Over, below 25 HP, All Model Years	0.46
Ground Support Equipment	Passenger Stand		0.40
	A/C Tug Narrow Body		0.54
	A/C Tug Wide Body		0.54
	Baggage Tug		0.37
	Belt Loader		0.34
	Bobtail		0.37
	Cargo Loader		0.34
	Cargo Tractor		0.36
	Forklift (GSE)		0.20
	Lift (GSE)		0.34
	Other GSE		0.34
Construction and Industrial Equipment	Cranes		0.29
	Crawler Tractors		0.43
	Excavators		0.38
	Graders		0.41
	Off-Highway Tractors		0.44
	Off-Highway Trucks		0.38
	Other Construction Equipment		0.42
	Pavers		0.42
	Paving Equipment		0.36
	Rollers		0.38
	Rough Terrain Forklifts		0.40
	Rubber Tired Dozers		0.40
	Rubber Tired Loaders		0.36
	Scrapers		0.48
	Skid Steer Loaders		0.37
	Surfacing Equipment		0.30
	Tractors/Loaders/Backhoes		0.37
	Trenchers		0.50
	Aerial Lifts		0.31
	Forklifts		0.20
	Other General Industrial Equipment		0.34
	Other Material Handling Equipment		0.40
	Sweepers/Scrubbers		0.46
Oil and Drill Rigs	Drill Rig (Mobile)		0.50
	Workover Rig (Mobile)		0.50
	Bore/Drill Rigs		0.50

Worker Fuel Consumption Factor **Year: 2026**

Vehicle Category	VMT (mi/day)	Fuel Consumption (1000gal/day)	Fuel Consumption Factor (gal/mi)	Fuel Economy (mi/gal)	Fleet Mix	Fuel Consumption Factor (gal/mi)
LDA	212,244,195.5	7052.07	0.033	30.10	63%	0.036
LDT1	17,704,193.5	706.26	0.040	25.07	5%	
LDT2	109,178,451.2	4450.86	0.041	24.53	32%	

Source: EMFAC2021, **Output:** Onroad Emissions, **Model Version:** EMFAC2021 v1.0.0, **Air District:** SCAQMD, **Vehicle Categories:** EMFAC2007, **Model Year:** Aggregate, **Speed:** Aggregate, **Fuel:** All, **Output Unit:** tons/operation day

Truck Fuel Consumption Factor **2026**

Vehicle Category	VMT (miles/day)	Fuel Consumption (1000 gal/day)	Fuel Consumption Factor (gal/mi)	Fuel Economy (mi/gal)	Fleet Mix	Fuel Consumption Factor (gal/mi)
HHDT	13834774.1	2221.4	0.161	6.23	73%	0.147
MHDT	5070265.531	563.0	0.111	9.01	27%	

Source: EMFAC2021, **Output:** Onroad Emissions, **Model Version:** EMFAC2021 v1.0.0, **Air District:** SCAQMD, **Vehicle Categories:** EMFAC2007, **Model Year:** Aggregate, **Speed:** Aggregate, **Fuel:** All, **Output Unit:** tons/operation day

Gasoline Sales by County (Millions of Gallons)

County	2010 Survey Responses (Millions of Gallons)	2010 Estimated Totals (Millions of Gallons)	2011 Survey Responses (Millions of Gallons)	2011 Estimated Totals (Millions of Gallons)	2012[a] Survey Responses (Millions of Gallons)	2012[a] Estimated Totals (Millions of Gallons)	2013[b] Survey Responses (Millions of Gallons)	2013[b] Estimated Totals (Millions of Gallons)	2014[a] Survey Responses (Millions of Gallons)	2014[a] Estimated Totals (Millions of Gallons)	2015[c] Survey Responses (Millions of Gallons)	2015[c] Estimated Totals (Millions of Gallons)	2016[a] Survey Responses (Millions of Gallons)	2016[a] Estimated Totals (Millions of Gallons)	2017[a] Survey Responses (Millions of Gallons)	2017[a] Estimated Totals (Millions of Gallons)	2018[a] Survey Responses (Millions of Gallons)	2018[a] Estimated Totals (Millions of Gallons)	2019[a] Survey Responses (Millions of Gallons)	2019[a] Estimated Totals (Millions of Gallons)	2020[a] Survey Responses (Millions of Gallons)	2020[a] Estimated Totals (Millions of Gallons)	2021[a] Survey Responses (Millions of Gallons)	2021[a] Estimated Totals (Millions of Gallons)	2022[a] Survey Responses (Millions of Gallons)	2022[a] Estimated Totals (Millions of Gallons)	2023[a] Survey Responses (Millions of Gallons)	2023[a] Estimated Totals (Millions of Gallons)	2024[a] Survey Responses (Millions of Gallons)	2024[a] Estimated Totals (Millions of Gallons)
Alameda	456	551	476	548	480	568	473	603	341	491	432	542	518	582	521	583	495	569	505	591	400	442	393	492	404	473	393	468	384	456
Amador	12	15	12	14	12	14	10	12	11	15	10	13	12	14	13	15	14	17	16	18	12	13	11	14	11	13	10	12	11	12
Butte	66	81	70	81	66	78	64	81	59	85	62	78	74	83	78	87	75	86	62	78	58	68	58	74	58	63	63	71	55	64
Calaveras	11	14	12	14	10	12	10	13	10	14	11	14	13	15	14	15	13	15	14	15	14	15	11	13	11	15	11	14	13	16
Colusa	13	17	9	11	8	10	10	13	7	10	7	9	10	11	11	12	11	13	11	13	12	15	11	16	10	13	9	11	9	12
Contra Costa	332	403	344	395	354	419	331	422	272	392	303	380	384	431	385	430	346	397	374	427	304	336	304	374	337	396	341	390	325	382
Del Norte	6	8	6	7	6	7	4	5	5	7	5	6	6	7	6	7	6	7	4	6	5	5	4	5	4	4	4	4	2	3
El Dorado	55	68	57	67	64	75	56	72	36	52	65	81	72	81	73	82	66	76	64	74	58	62	52	65	57	66	53	67	53	65
Fresno	285	342	290	335	288	341	269	344	209	300	264	331	318	358	328	367	320	368	306	376	296	347	294	387	298	371	311	372	313	378
Glenn	12	14	12	14	11	12	11	14	11	16	13	16	15	17	17	18	15	17	14	18	13	15	14	17	13	14	14	15	13	15
Humboldt	44	54	46	54	45	53	51	64	31	44	47	59	54	61	49	55	51	58	42	53	51	56	47	52	41	45	37	42	27	30
Imperial	56	69	51	60	46	54	46	58	58	83	63	79	77	86	74	83	78	89	73	86	59	64	56	74	48	66	69	74	70	75
Inyo	16	19	16	18	13	16	12	16	12	17	14	18	16	18	16	18	16	18	14	17	14	16	14	15	14	15	13	15	13	15
Kern	293	362	309	359	301	356	287	367	267	384	299	375	362	407	349	390	345	396	340	392	318	364	331	406	340	395	353	401	348	406
Kings	42	51	41	48	40	47	38	49	31	45	41	51	50	57	54	60	52	60	67	76	49	52	42	58	50	58	51	55	47	55
Lake	20	25	18	22	17	20	19	24	17	25	19	23	19	21	19	21	20	23	18	24	17	20	17	20	13	18	14	19	15	18
Lassen	6	7	6	7	5	6	5	6	6	8	7	9	7	8	5	6	4	5	5	7	6	6	7	7	6	6	6	6	5	6
Los Angeles	3,005	3,658	3,069	3,554	2,916	3,451	2,700	3,445	2,606	3,749	2,762	3,465	3,184	3,577	3,272	3,659	3,169	3,638	3,189	3,559	2,513	2,770	2,700	3,061	2,619	3,070	2,694	3,039	2,642	2,987
Madera	47	57	54	61	44	53	43	54	31	45	35	44	52	59	56	62	49	57	44	62	45	63	53	71	54	67	55	69	50	63
Marin	78	94	91	103	91	107	83	106	52	75	83	105	91	102	90	101	71	82	86	96	72	77	66	88	70	86	69	91	76	86
Mariposa	6	7	6	7	5	6	4	5	6	9	5	6	7	8	5	6	6	7	7	8	4	5	6	7	5	6	5	7	5	6
Mendocino	33	41	34	40	36	43	33	42	28	40	32	40	37	42	34	38	35	40	27	44	35	37	33	39	31	36	31	37	29	35
Merced	86	106	81	95	78	92	74	94	58	83	84	105	101	114	105	117	115	132	100	119	91	106	90	122	99	120	98	120	97	120
Mono	6	7	5	6	2	2	6	8	6	8	6	7	7	8	5	5	6	7	7	8	6	7	5	6	5	6	5	6	5	6
Monterey	124	152	134	155	124	147	139	177	87	126	147	184	157	177	155	174	157	181	148	174	123	141	116	162	145	174	130	157	127	162
Napa	42	52	42	47	49	58	41	52	27	39	50	63	50	57	47	53	53	61	54	57	40	44	42	47	41	49	39	47	45	56
Nevada	34	42	30	35	29	34	19	25	19	27	31	40	36	40	35	39	33	38	29	39	31	36	28	35	27	32	30	34	25	32
Orange	1,162	1,406	1,162	1,338	1,145	1,355	1,044	1,332	1,018	1,465	1,092	1,370	1,224	1,375	1,236	1,382	1,222	1,402	1,198	1,325	943	1,029	1,037	1,159	990	1,176	1,029	1,150	1,059	1,155
Placer	154	190	162	189	162	192	131	167	118	170	167	209	181	204	182	203	179	206	177	198	150	163	160	178	151	169	163	184	154	178
Plumas	6	7	7	8	6	7	3	4	5	8	5	7	5	5	5	6	5	6	5	6	5	6	4	7	6	8	5	7	7	8
Riverside	781	952	792	916	756	895	725	925	702	1,010	828	1,039	921	1,035	941	1,052	916	1,052	921	1,046	799	876	847	981	794	981	823	980	829	966
Sacramento	467	566	482	553	473	560	446	568	308	442	465	584	534	600	535	599	511	586	536	600	475	689	448	557	461	535	457	544	469	540
San Benito	15	18	14	16	17	20	5	7	10	14	12	15	15	17	18	20	15	17	12	21	10	18	11	17	12	14	14	15	12	14
San Bernardino	747	902	761	871	742	878	697	889	659	948	725	909	899	1,010	888	993	862	990	851	977	757	823	786	926	750	915	795	897	797	920
San Diego	1,094	1,320	1,122	1,291	1,079	1,277	972	1,241	940	1,352	1,123	1,408	1,221	1,372	1,231	1,377	1,208	1,387	1,197	1,325	973	1,055	964	1,165	951	1,146	1,003	1,125	1,012	1,114
San Francisco	112	138	129	151	126	149	126	161	71	102	107	134	119	134	120	134	105	120	107	118	76	91	82	99	85	97	70	97	83	94
San Joaquin	248	303	260	301	253	299	254	325	217	312	287	360	303	340	310	347	293	336	289	352	255	292	265	321	273	317	280	323	272	326
San Luis Obispo	121	147	123	144	105	124	109	140	101	145	117	147	127	142	127	142	131	150	125	138	103	115	101	125	107	123	99	116	105	118
San Mateo	232	275	272	310	258	306	244	311	159	229	243	304	289	325	291	326	264	304	293	322	215	238	217	269	235	265	212	271	231	264
Santa Barbara	141	174	140	164	140	166	135	172	124	178	148	186	161	181	152	170	167	191	166	177	136	146	148	168	147	170	149	166	151	166
Santa Clara	514	621	600	691	589	697	546	696	460	661	580	727	638	717	613	685	560	643	614	713	446	511	488	599	502	573	423	563	480	547
Santa Cruz	84	103	91	106	89	105	79	101	53	77	77	96	85	95	84	94	78	90	72	90	69	74	64	88	66	80	70	82	63	76
Shasta	72	88	73	85	77	91	65	83	55	79	76	95	73	82	83	92	76	87	72	82	68	76	67	79	62	77	76	84	75	82
Siskiyou	20	25	17	19	19	23	9	12	10	14	21	27	24	27	26	29	25	28	26	27	22	25	19	28	19	21	15	21	18	19
Solano	158	190	191	218	180	213	158	202	116	167	160	201	187	210	194	217	188	216	182	216	155	180	161	196	159	190	158	189	157	185
Sonoma	157	189	155	178	160	189	163	208	146	210	160	201	186	209	186	208	167	192	169	204	146	167	159	181	155	176	156	184	153	178
Stanislaus	191	230	184	212	173	205	144	183	159	229	201	252	217	244	227	253	212	244	196	245	178	197	205	243	176	220	182	220	194	229
Sutter	30	37	31	37	34	40	33	42	17	24	30	38	35	39	35	39	35	40	27	38	28	30	30	34	27	32	31	34	25	31
Tehama	27	33	24	28	23	27	19	24	18	26	24	30	25	29	26	29	27	31	28	30	25	26	25	30	24	27	22	26	22	25
Trinity	3	4	3	4	1	2	3	4	3	4	3	4	4	5	4	5	4	4	2	4	3	4	3	4	3	3	3	3	2	4
Tulare	109	132	121	139	120	142	91	116	107	155	114	143	136	152	149	167	147	168	144	174	126	149	138	181	139	181	146	194	126	168
Tuolumne	14	17	13	16	15	18	12	15	14	21	18	23	21	23	22	25	22	25	21	23	19	20	17	19	13	20	16	21	15	19
Ventura	285	345	290	335	262	310	246	314	249	358	256	321	294	330	302	338	298	342	297	329	242	262	255	294	257	303	269	302	256	291
Yolo	82	100	76	87	74	87	75	96	63	90	82	103	98	110	101	113	96	110	97	114	76	91	83	101	87	106	79	99	73	95
Yuba	24	29	26	30	22	26	23	30	14	20	24	30	32	36	30	34	40	46	27	32	26	33	28	40	31	36	30	34	31	40
Other Counties*	2	3	2	2	1	2	1	1	1	2	2	2	2	2	2	2	1	1	2	2	2	2	1	2	2	2	2	2	5	6
Total	**12,238**	**14,860**	**12,644**	**14,596**	**12,241**	**14,486**	**11,396**	**14,540**	**10,220**	**14,701**	**12,044**	**15,108**	**13,785**	**15,491**	**13,936**	**15,584**	**13,475**	**15,471**	**13,473**	**15,365**	**11,174**	**12,572**	**11,618**	**13,818**	**11,495**	**13,640**	**11,685**	**13,576**	**11,680**	**13,425**

[a] 2012 to 2024 data are not directly comparable to other years since an improved methodology is used, but is within 5 percent compared to the previous methodology.

* Other Counties include Alpine, Modoc and Sierra.

Retail Diesel Sales by County (Millions of Gallons)

County	2010 Survey Responses (Millions of Gallons)	2010 Estimated Totals (Millions of Gallons)	2011 Survey Responses (Millions of Gallons)	2011 Estimated Totals (Millions of Gallons)	2012[3] Survey Responses (Millions of Gallons)	2012[4] Estimated Totals (Millions of Gallons)	2013[3] Survey Responses (Millions of Gallons)	2013[4] Estimated Totals (Millions of Gallons)	2014[3] Survey Responses (Millions of Gallons)	2014[4] Estimated Totals (Millions of Gallons)	2015[3] Survey Responses (Millions of Gallons)	2015[4] Estimated Totals (Millions of Gallons)	2016[3] Survey Responses (Millions of Gallons)	2016[4] Estimated Totals (Millions of Gallons)	2017[3] Survey Responses (Millions of Gallons)	2017[4] Estimated Totals (Millions of Gallons)	2018[3] Survey Responses (Millions of Gallons)	2018[4] Estimated Totals (Millions of Gallons)	2019[3] Survey Responses (Millions of Gallons)	2019[4] Estimated Totals (Millions of Gallons)	2020[3] Survey Responses (Millions of Gallons)	2020[4] Estimated Totals (Millions of Gallons)	2021[3] Survey Responses (Millions of Gallons)	2021[4] Estimated Totals (Millions of Gallons)	2022[3] Survey Responses (Millions of Gallons)	2022[4] Estimated Totals (Millions of Gallons)	2023[3] Survey Responses (Millions of Gallons)	2023[3] Estimated Totals (Millions of Gallons)	2024[3] Survey Responses (Millions of Gallons)	2024[4] Estimated Totals (Millions of Gallons)
Alameda	29	32	26	28	30	36	27	34	19	27	38	49	47	54	51	58	56	62	48	55	47	51	50	53	47	57	43	55	43	51
Amador	2	2	2	2	2	2	1	2	1	2	1	2	2	2	2	2	2	3	3	3	2	2	2	3	2	3	2	3	2	3
Butte	9	10	9	10	7	9	8	10	8	10	9	11	11	13	11	13	12	13	12	15	10	11	11	13	9	11	10	12	10	12
Calaveras	2	2	2	2	2	2	1	2	1	2	2	2	3	3	3	3	2	3	3	3	3	3	2	3	2	4	2	3	3	3
Colusa	3	3	2	3	4	5	4	5	2	2	3	4	4	4	2	3	4	4	7	7	10	11	8	11	10	12	16	18	10	11
Contra Costa	15	18	19	21	17	20	17	21	12	17	19	24	23	26	24	28	31	34	24	27	22	23	22	28	24	29	22	27	22	27
Del Norte	1	2	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	1	2	1	2	1	1	1	1	1	1	1	1
El Dorado	6	8	6	7	6	7	5	6	4	6	7	9	8	9	8	10	8	9	8	8	8	11	9	12	8	11	9	11	9	11
Fresno	30	33	35	38	33	40	23	29	18	25	39	50	40	46	40	45	46	51	39	49	62	66	52	91	65	85	64	81	70	82
Glenn	5	5	4	4	4	5	4	5	4	5	5	6	12	14	16	19	16	17	18	19	17	18	16	17	18	21	20	22	23	24
Humboldt	10	12	10	12	10	12	11	14	4	5	10	13	13	14	8	9	7	8	6	7	6	6	9	10	9	11	9	12	8	9
Imperial	9	10	8	9	7	8	8	10	8	11	9	11	14	16	11	12	20	22	21	25	22	24	27	27	23	30	26	27	23	25
Inyo	3	4	3	4	2	2	3	4	3	3	3	4	3	4	3	4	3	3	3	4	3	4	3	3	3	4	3	3	4	5
Kern	111	117	125	129	133	158	118	148	124	171	125	160	131	149	107	121	97	108	96	105	108	116	116	137	190	226	216	238	197	225
Kings	7	7	7	8	7	9	5	6	4	6	7	9	5	6	7	7	8	9	8	9	7	7	6	10	7	9	7	7	6	7
Lake	3	3	3	3	2	2	2	3	2	3	3	3	1	1	3	3	3	4	3	4	3	4	3	4	3	5	3	4	3	5
Lassen	1	1	1	2	1	1	1	1	1	2	3	3	4	4	1	1	1	1	1	2	1	1	2	2	2	2	2	2	2	2
Los Angeles	212	235	221	239	205	245	190	239	194	267	257	328	273	309	267	301	228	253	246	276	279	299	206	224	240	295	256	290	248	288
Madera	23	24	23	24	24	28	18	23	22	31	26	33	28	31	29	33	28	31	23	24	30	32	36	37	43	54	50	60	39	44
Marin	3	4	2	3	3	3	2	3	2	2	2	3	4	4	4	4	3	3	4	4	4	4	4	5	3	5	3	5	4	5
Mariposa	1	1	1	1	1	1	-	1	2	2	1	1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1
Mendocino	6	7	7	8	7	9	6	6	4	5	6	7	9	10	6	6	5	6	5	8	9	9	6	10	7	10	7	9	4	8
Merced	44	45	37	38	46	55	49	62	49	68	54	69	59	66	38	42	35	39	28	36	28	30	28	33	57	67	55	62	42	47
Mono	1	1	1	1	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Monterey	21	23	24	26	25	30	22	27	13	18	23	29	24	28	24	27	24	26	23	26	21	22	20	27	22	27	22	25	24	25
Napa	2	2	2	2	6	7	2	3	2	3	6	8	6	7	6	7	6	7	6	7	6	6	6	6	6	7	6	6	5	6
Nevada	5	5	5	5	4	4	1	2	4	6	7	8	8	9	8	9	7	8	5	8	7	8	6	8	6	8	7	7	4	7
Orange	38	47	36	42	38	46	33	42	37	51	46	59	52	59	54	61	49	55	51	56	49	53	43	46	51	66	55	62	51	57
Placer	13	16	13	15	12	15	9	12	10	13	13	16	15	17	15	17	16	17	16	17	32	35	18	20	16	26	18	28	18	20
Plumas	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	2	2	3	2	3	2	2
Riverside	84	93	87	94	89	107	86	109	100	138	119	152	128	145	131	148	119	132	108	122	134	144	138	146	138	173	158	180	148	168
Sacramento	33	37	32	35	27	32	18	21	21	29	28	36	38	42	42	48	41	45	37	41	41	44	40	45	40	51	38	50	41	51
San Bernardino	141	149	136	142	158	189	164	206	152	210	198	253	223	252	235	265	176	195	165	178	148	159	184	198	212	258	245	267	217	245
San Diego	69	80	64	72	62	74	58	73	67	93	87	111	93	105	92	103	92	103	94	110	88	94	93	117	88	115	94	107	94	113
San Francisco	3	3	3	3	3	4	4	5	1	2	5	6	6	6	5	6	5	5	5	5	4	4	4	5	5	6	5	6	5	7
San Joaquin	73	75	85	87	84	99	90	113	86	119	102	131	116	131	111	126	105	117	101	113	86	93	94	97	110	128	132	144	136	150
San Luis Obispo	12	14	16	18	11	13	9	12	12	17	19	24	20	23	19	21	20	22	20	22	19	20	17	22	20	24	19	22	19	21
San Mateo	10	12	8	10	8	10	8	10	4	6	15	19	13	14	15	17	16	17	18	19	12	13	13	16	13	15	10	14	12	15
Santa Barbara	13	14	16	17	10	13	12	15	13	18	20	26	22	25	17	19	21	24	18	19	16	17	16	17	18	22	17	19	17	19
Santa Clara	23	26	26	28	27	32	28	35	25	35	36	47	30	34	32	36	43	48	33	42	32	35	31	50	37	44	35	45	48	54
Santa Cruz	4	5	5	6	4	5	4	6	2	3	5	6	5	6	6	6	6	7	4	6	7	8	6	7	6	8	6	7	5	6
Shasta	20	23	19	21	16	19	18	22	13	18	21	27	21	24	22	25	21	24	14	16	13	14	20	22	18	22	20	22	20	23
Siskiyou	5	6	11	11	16	20	15	19	16	20	20	26	19	22	18	21	16	17	16	17	17	18	16	18	16	18	16	18	18	19
Solano	14	17	18	20	14	16	14	17	8	11	14	18	17	19	22	24	23	25	24	27	25	27	19	30	27	32	23	27	21	28
Sonoma	14	16	18	19	13	16	14	18	12	17	15	20	20	23	20	23	20	22	28	32	28	30	26	30	30	35	28	32	20	34
Stanislaus	33	36	27	29	25	30	15	19	20	27	26	33	20	22	30	34	32	36	33	35	36	39	44	49	42	56	65	72	52	64
Sutter	4	5	2	3	3	4	4	5	2	3	4	5	5	6	3	4	4	5	5	6	5	5	4	4	4	5	5	5	3	5
Tehama	31	32	38	39	35	42	37	47	25	35	37	48	35	39	34	38	18	20	17	18	7	8	14	17	22	26	28	31	20	22
Tulare	23	25	33	35	27	32	31	39	31	43	34	43	37	42	37	41	31	34	42	45	47	51	54	66	53	70	65	78	46	58
Tuolumne	2	2	2	2	1	2	2	2	2	2	2	3	2	3	3	3	3	3	3	3	3	3	3	4	2	3	3	4	3	3
Ventura	20	23	32	34	23	27	23	29	25	34	27	34	29	32	32	36	30	33	33	35	29	32	31	35	30	40	28	37	34	39
Yolo	33	34	26	27	27	33	30	37	29	40	27	35	32	37	27	30	25	28	24	26	21	22	24	28	30	39	31	35	39	44
Yuba	4	4	4	5	3	4	3	4	2	3	2	3	4	5	8	9	11	12	4	5	4	4	4	12	3	5	4	5	4	6
Other Counties*	1	2	2	2	1	2	1	1	1	2	2	2	3	3	3	3	2	2	2	3	2	2	2	3	3	3	4	4	3	4
Total	**1,285**	**1,414**	**1,346**	**1,447**	**1,327**	**1,589**	**1,261**	**1,587**	**1,226**	**1,691**	**1,592**	**2,033**	**1,742**	**1,971**	**1,717**	**1,937**	**1,602**	**1,777**	**1,559**	**1,756**	**1,624**	**1,744**	**1,611**	**1,883**	**1,846**	**2,290**	**2,016**	**2,316**	**1,904**	**2,212**

[3] 2012-2024 data are not directly comparable to other years since an improved methodology is used, but is within 5 percent compared to the previous methodology.

* Other Counties include Alpine, Modoc, San Benito, Sierra and Trinity.

Note: Non-Retail diesel sales, which comprise approximately 37.1% of all diesel sales, are not reported in this chart. Starting 2022 reporting year, California Energy Commission incuding all No.2 diesel, biodiesel, and renewable diesel as diesel product.

Appendix C Mitigation Monitoring and Reporting Program

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Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction		Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)									
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
Agricultural											
AMM FA-1. Access to all farmland will be maintained once construction is complete.	Section 2.2.3 IS/MND	IS/MND, Section 2.2.3	Contractor	Construction							
Biological Resources											
AMM BIO-1, Preconstruction Survey. A qualified biologist shall conduct a preconstruction survey prior to the initial onset of vegetation clearing and ground-disturbing activities to ensure no special-status plant or wildlife species are at risk of being impacted and that sensitive biological resources are avoided appropriately. The survey should ideally be timed during the appropriate blooming period for the potential special-status plants expected to be in flower. Sensitive plants within the BSA, should they be present, will be identified and flagged in the field accordingly for avoidance as feasible prior to construction. Special-status plant species with potential to occur will be the primary focus during the preconstruction survey. Sensitive wildlife species will be surveyed during the preconstruction survey. The survey shall be conducted prior to the start of project ground-disturbing activities and will cover, to the maximum extent possible, 100 percent of the project site and a 100-foot buffer covering the adjacent areas. Should any special-status species not covered by the CVMSHCP be identified during this survey, then consultation with the appropriate agencies (USFWS and/or CDFW) may be required to develop appropriate avoidance and minimization measures specific to the species for impact avoidance or minimization.	Sections 2.4.3, IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Preconstruction							
AMM BIO-2, Protocol Burrowing Owl Surveys Due to the potential for burrowing owls to occur within the project vicinity, protocol surveys for the presence or absence of burrowing owl should be completed prior to project construction. An accepted survey protocol methodology (e.g., CDFW 2012 protocol) will be adhered to, which will involve, at minimum, a focused burrow survey and mapping to 500-feet from the project limits of disturbance, and four protocol survey visits at identified burrows to confirm the presence or absence of burrowing owl. Should burrowing owls be confirmed present, then the appropriate avoidance measures, mitigation methods, and reporting as identified in the Staff Report on Burrowing Owl Mitigation will be adhered to. An Incidental Take Permit may be required if impacts to burrowing owl are unavoidable. In addition, a pre-construction survey for burrowing owl should occur at least 30 days in advance of project construction activities, and if burrowing owl are detected	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Preconstruction							

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)										
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
within the project site, then appropriate avoidance and minimization measures shall be used to avoid adverse impacts.											
AMM BIO-3, Tree Roosting Bat Avoidance. If tree removal or trimming is required, large trees and snags should be examined by a qualified bat biologist to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 1–September 1) to avoid potential mortality to flightless young. If trimming or removal of mature trees and snags is necessary for project construction, trimming or removal activities should be performed outside of the general bat maternity season (i.e., April 1–September 1) to avoid direct effects to nonvolant (flightless) young that may roost in trees within the LOD. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist will monitor tree removal unless nighttime surveys conducted within one week of removal indicate no tree-roosting bat activity within the LOD. The two-step frond removal and trimming method should be followed during tree trimming or removal: • Day 1: One must only trim the outermost fronds (no more than 50 percent of the palm fronds) using hand tools or chainsaws only (i.e., no dozers, backhoes, cranes, or other heavy equipment, other than to provide access for tree cutters using chainsaws). • Day 2: The palm tree must be felled. Day 2 activities must occur the day immediately following the Day 1 activities. To accomplish this, work may need to be phased and Day 1 / Day 2 steps can be repeated. Should bats emerge during the tree trimming, trimming activities must temporarily cease at the individual tree until bats are no longer actively emerging from the tree.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Personnel	Construction							
AMM BIO-4, Preconstruction Nesting Bird Surveys. Vegetation clearing should be performed outside of the breeding bird season, as feasible. If vegetation clearing is to occur during the breeding season for passerine birds (i.e., February 1–September 1) or raptors (i.e., January 1–September 1), a designated biologist will conduct a preconstruction survey of construction areas and an appropriate buffer (up to 300 feet for passerine birds and up to 500 feet for raptors) no more than 72 hours prior to construction activities to identify the locations of avian nests. If nesting activities or active nests are discovered in suitable habitat within or directly adjacent to construction areas, an appropriate buffer will be clearly marked in the field by	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Preconstruction							

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction		Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)							Environmental Compliance	
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**	**Remarks**	**YES**	**NO**
construction personnel under the guidance of the biologist and no construction will take place within this buffer until the nest is no longer active. If the designated biologist determines that construction activities are disturbing or disrupting nesting activities, then they will notify the inspector, who has the authority to halt construction to reduce the noise and/or disturbance to the nests. If construction noise is minimal the designated biologist will be able to decrease the buffer as needed. Nesting bird habitat within the BSA will be resurveyed during the breeding bird season if there is a lapse in construction activities longer than seven days.										
AMM BIO-5, Swallow Nest Removal and Exclusion Efforts. Swallow nesting habitat at the 70th Avenue bridge over the concrete-lined channel adjacent to Cleveland Avenue will be cleared of all swallow nests prior to any work conducted between February 1 and September 1. Swallow nests will be removed under the guidance of a qualified biologist prior to February 1 before swallows return to the nesting site. Prior to the removal of nests, the qualified biologist will inspect and ensure that no bats are roosting in the nests. Removal of swallow nests that are under construction must be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is installed, such as netting or a similar mechanism that prevents swallows from building nests. Nest removal and exclusion device installation will be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows until September 1 or completion of construction.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Preconstruction/ Construction						
AMM BIO-6, Biological Training. A qualified biologist will conduct a training session for project and construction personnel prior to grading or staging. The training will include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA) and the MSHCP, the need to adhere to the provisions of the acts and the MSHCP, the penalties associated with violating the provisions of the acts, and the general measures that are being implemented to conserve the species of concern as they relate to the project.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Construction						
AMM BIO-7, Construction Limits and ESA Fencing. Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the project and will be fully fenced or staked and specified in the construction plans. Construction limits adjacent to	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction						

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)										
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
Environmentally Sensitive Areas (ESAs) will be demarcated using ESA fencing (e.g., orange snow fencing, silt fencing, signage). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor until the completion of all construction activities. Employees will be instructed that their activities are restricted to the construction areas. Access to sites will be from pre-existing access routes to the greatest extent possible.											
MM BIO-8, Aquatic Resource Impact Compensation. Permanent and temporary impacts resulting from the project will require compensatory mitigation for jurisdictional waters. Compensation can be a combination of enhancement, restoration, and/or rehabilitation. Compensation can also occur through the option of permittee-responsible on- or off- site mitigation and will be determined in consultation with the USACE, RWQCB and CDFW during the permitting phase. Final mitigation ratios will be determined in consultation with the USACE, RWQCB, and CDFW and will be at a minimum 1:1 ratio. Applications for permits (404, 401, 1602) will be submitted following adoption of the Final IS/MND.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	County	Preconstruction/ Construction							
Cultural Resources											
AMM CR-1, If prehistoric- or historic-era archaeological resources are encountered anywhere during project construction, work in the area must halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation and/or treatment measures.	Sections 2.5.3, IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist	Construction							
AMM CR-2, In the event that human remains are discovered during construction at any time, the following provisions apply: 1. All construction activity will immediately be halted within 60 feet of the discovery. The County will be informed and will then immediately contact the Riverside County Coroner and the qualified archaeologist, if not already present. The coroner will have 2 working days to inspect the remains after receiving notification. During this time, all remains, associated soils, and artifacts will remain in situ and will be protected from public viewing. The County will take appropriate measures to protect the discovery site from disturbance during any negotiations. This may include restricting access to the discovery site and the need to hire 24-hour security. 2. In accordance with State Health and Safety Code Section 7050.5, if human remains are encountered no further disturbance will occur until the County Coroner has made a	Section 2.5.3, IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist/ California State Native American Heritage Commission	Construction							

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)										
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American and not under the coroner's jurisdiction, within 24 hours the coroner will notify the NAHC, which will determine and notify a Most Likely Descendant. With the permission of the County, the MLD may inspect the site of the discovery. The MLD will complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Work will be suspended within a 100-foot radius of the remains until the MLD's recommendations are implemented. 3. The qualified archaeologist will work with the MLD in regard to the treatment of the remains and all associated funerary objects and will ensure that any identified human remains will be secured while they are left in place and while treatment decisions are in progress. No photographs will be taken of the remains and information concerning the discovery will not be disclosed pursuant to the specific exemption set forth in California Government Code Section 6254.5(e). 4. The County will relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all Native American archaeological artifacts and non-human remains found within County ROW through one or more of the following methods and provide evidence of same: 1) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This will include measures and provisions to protect the future reburial area from any future impacts. Reburial will not occur until all cataloguing and basic recordation have been completed. 2) A curation agreement with an appropriately qualified repository within Riverside County that meets federal standards per 36 CFR 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records will be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation. 3) Should reburial of collected cultural items be preferred, it will not occur until after a Monitoring Report/Data Recovery Report has been submitted to the County. Should curation be preferred, the County is responsible for all costs and the											

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)										
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
repository and curation method will be described in the Data Recovery Report. 5. Artifacts found outside the County ROW are not subject to the requirements listed above in Section 4 of this measure and may be relinquished to the tribe(s) by the property owner for suitable curation or ownership. It is the responsibility of the tribe(s) to come to an agreement with the property owner. 6. According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the County and MLD are in disagreement regarding the disposition of the remains, State law will apply, and the median and decision process will occur with the NAHC (see PRC Sections 5097.98(e) and 5097.94(k)).											
Geology, Soils, and Paleontological Resources											
AMM GEO-1, Prior to any ground disturbance at the project site, a PMP will be prepared by a qualified professional paleontologist. Should paleontological resources be unearthed unexpectedly during construction, the PMP will be implemented. The PMP will follow the guidelines and recommendations of the Society of Vertebrate Paleontology. The PMP details the requirements for paleontological monitoring: ● Having a qualified paleontologist consult with the grading and excavation contractors. ● Paleontological monitoring for ground-disturbing activities in areas mapped at the surface as late to middle Pleistocene-age old alluvial fan deposits (Qofg). ● The paleontological monitor has the authority to temporarily halt or redirect construction or grading work to evaluate potential paleontological resources. When work is halted or redirected, the Principal Paleontologist shall be contacted immediately, and shall implement the notification, documentation, evaluation, and treatment procedures outlined in the PMP as expeditiously as possible to avoid potential project delays. ● Having a qualified paleontologist or paleontological monitor salvage and recover paleontological resources should any be discovered.	Section 2.7.3, IS/MND	IS/MND, Section 2.7.3	Project Engineer/ Designer Contractor	Design/ Construction							

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)										
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
• Monitors will document the progress of construction through photography, field notes, and GPS mapping. Completing a final summary report of the findings and significance of any salvaged or recovered paleontological resource.											
Hazards and Hazardous Materials											
AMM HAZ-1, Prepare a Soil Management Plan Prior to Construction. The County shall retain the services of a qualified environmental engineering firm to prepare and implement, during site preparation, grading, and excavation activities, the necessary SMP for the area covered by the project. The SMP shall be designed to protect human health of construction workers, the public, and the environment during site preparation, grading, and excavation activities by including protocols, measures, and techniques for the proper handling, management, and disposition of affected soils found on the site and any areas of off-site work during site preparation and grading activities. The SMP shall also ensure the proper characterization, management, and/or disposal of contaminated environmental media that is above applicable Environmental Screening Levels (ESLs) by recommending additional sampling activities (as necessary), including profile sampling for proper disposal. The SMP shall be prepared by a commercial environmental engineering firm with demonstrated expertise and experience in the preparation of SMP and shall be stamped by an appropriately licensed professional. The SMP shall be implemented by the applicant and the applicable construction contractor throughout ground-disturbing work, particularly within areas used currently and historically for agriculture. The SMP shall also establish protocols and measures for addressing the discovery of presently unknown environmental conditions or subsurface structures such as sumps or wells. These protocols and measures could include (but are not limited to): • Notification of applicable oversight agency such as the County of Riverside, the State Water Resources Control Board, etc. • Decontamination and decommissioning of the subsurface structure under guidance of the applicable oversight agency. • Sampling (soil, soil vapor, and/or groundwater) to evaluate potential impacts to subsurface and to determine	Section 2.9.3, IS/MND	IS/MND, Section 2.9.3	Contractor/ Qualified Environmental Engineer	Design/ Construction							

Date: (5/14/2026) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Hammond Road and 70th Avenue Bike Lanes Project)										
Avoidance, Minimization, and/or Mitigation Measures	**Source**	**Environmental Analysis Source** (Technical Study, Environmental Document, and/or Technical Discipline)	**Responsible for Development and/or Implementation of Measure**	**Timing/Phase**	**If applicable, corresponding construction provision:** (standard, special, non-standard)	**Action(s) Taken to Implement Measure**	**Measure Completed (Date and Initials)**		**Remarks**	**Environmental Compliance**	
										YES	**NO**
proper disposal of impacted materials. If the environmental engineering firm subsequently identifies the need for further sampling, the project applicant shall implement this, and any other requirements identified in the SMP. The contractor shall notify and coordinate implementation of the SMP with the County of Riverside. If directed by the County, the contractor shall conduct additional site investigation and characterization prior to construction to ensure that hazardous materials in onsite media do not exceed applicable regulatory thresholds.											
AMM HAZ-2, Hazardous Building Materials Surveys. Prior to demolition of the Cleveland Street/Coachella Channel bridge, ACM and LBP surveys will be conducted by a qualified contractor to determine the presence of these materials. If discovered on-site, abatement will be conducted in accordance with South Coast Air Quality Management District Rule 1403 and any other applicable laws prior to demolition. In addition, if underground utilities, pipelines, or associated pieces of subsurface infrastructure are accidentally disturbed during construction, the exposed feature will be surveyed for asbestos content prior to being handled. Surveying and abatement of the material (if discovered) will also be conducted by a certified specialist in accordance with all applicable laws.	Section 2.9.3, IS/MND	IS/MND, Section 2.9.3	Contractor	Construction							
AMM HAZ-3: Handling of Roadway Paint. As construction activities are expected to result in the removal of yellow or white paint or thermoplastic traffic stripes, the age of the traffic striping will be determined. If appropriate, the material will be sampled prior to removal, and if lead and/or chromium is present in the materials at or above the hazardous waste levels, it will be disposed of at a permitted disposal facility. In addition, a project-specific lead compliance plan (LCP) will be required to prevent or minimize worker exposure to lead while handling materials containing lead, per Title 8, California Code of Regulations, Section 1532.1, Lead.	Section 2.9.3, IS/MND	IS/MND, Section 2.9.3	Contractor	Construction							

Hydrology and Water Quality											
SM WQ-1, Construction SWPPP. The project will comply with the NPDES Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP. The SWPPP is a project-specific document that calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides an Erosion Control Plan and BMP details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. Permit Registration Documents, which include a Notice of Intent, Risk Assessment, Site Map, SWPPP, and other compliance-related documents required by the Construction General Permit, would be electronically filed through SWRCB's Storm Water Multiple Application and Report Tracking System (SMARTS) prior to the start of construction. Additionally, a Notice of Termination will be electronically filed through SMARTS.	Section 2.10.3, IS/MND	IS/MND, Section 2.10.3	Project Engineer/ Contractor	Design/ Pre-construction/ Construction/ Post-construction							
Noise											
SM NOI-1, Construction noise would be temporary and limited to the duration of construction. The following noise control measures will be incorporated into the project contract specifications in order to minimize construction noise effects: • All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise-control features that are readily available for that type of equipment. • All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, State, or federal agency will comply with such regulation while in the course of project activity. • Electrically powered equipment will be used instead of pneumatic or internal combustion–powered equipment, where feasible. • Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors. • Construction site and access road speed limits will be established and enforced during the construction period. • The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply with local noise control regulations affecting construction activity or obtain exemptions therefrom.	Section 2.13.3, IS/MND	IS/MND, Section 2.13.3	Project Engineer/ Contractor	Design/ Construction							

Transportation											
SM TR-1, Traffic Control Plan. A TCP will be prepared for the project. The goals of the TCP during project construction will include minimizing traffic delay or time spent in queue; maintaining traffic flow throughout the project area and the surrounding areas; and providing a safe environment for the work force, motorists, and pedestrians. The TCP will include traffic routing plans for vehicles and pedestrians, signage, and location of physical barricades to protect the work zone.	Section 2.17.3 IS/MND	IS/MND, Section 2.17.3	County/ Contractor	Design/ Construction							
Tribal Cultural Resources											
See AMM CR-1 and AMM CR-2 above, under Cultural Resources.											
Utilities and Service Systems											
SM UT-1, During final design, relocation plans for any utilities that will potentially need to be relocated, removed, or protected in place will be prepared in consultation with the affected utility relocation providers/owners. If relocation is necessary, the final design will focus on relocating utilities within the ROW or other existing public ROWs and/or easements. For all utility relocation activities, the County will coordinate with affected utility owners regarding potential utility relocations and the affected utility owners will inform affected utility users in advance of the date and timing of potential service disruptions. If relocation outside of existing or additional public ROWs and/or easements required for the project is necessary, the final design will focus on relocating those affected utilities.	Section 2.19.3 IS/MND	IS/MND, Section 2.19.3	County	Design							
SM UT-2, Prior to and during construction, the County shall ensure that the components of the utility plans provided in the project specifications are properly implemented by the contractor.	Section 2.19.3, IS/MND	IS/MND, Section 2.19.3	County	Preconstruction/ Construction							

Appendix D AB 52 Tribal Correspondence Record

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Native American Consultation Log – AB 52

Native American Group/Individual	Consultation Type	Date of 1st Contact: Letter/Email	Date of Response	Date of 2nd Contact Letter/Email/Phone	Date of Response	Summary of Conversations
Amanda Augustine, Tribal Chairperson of the Augustine Band of Cahuilla Indians	AB 52	January 30, 2025	No response.	April 8, 2025.	No response.	No response to the AB 52 consultation letter was received within the 30-day response window. A follow-up email was sent on April 8, 2025. No response was received after the follow up email.
Doug Welmas, Chairperson of the Cabazon Band of Cahuilla Indians	AB 52	January 30, 2025	No response.	April 8, 2025.	No response.	No response to the AB 52 consultation letter was received within the 30-day response window. A follow-up email was sent on April 8, 2025. No response was received after the follow up email.
Joseph Ontiveros, Tribal Historic Preservation Officer of the Soboba Band of Luiseno Indians	AB 52	January 30, 2025	No response.	April 8, 2025.	No response.	No response to the AB 52 consultation letter was received within the 30-day response window. A follow-up email was sent on April 8, 2025. No response was received after the follow up email.
Alesia Reed, Cultural Committee Chairwoman of the Torres-Martinez Desert Cahuilla Indians	AB 52	January 30, 2025	No response.	April 8, 2025.	No response.	No response to the AB 52 consultation letter was received within the 30-day response window. A follow-up email was sent on April 8, 2025. No response was received after the follow up email.
Christopher Nicosia, Cultural Resources Manager/Tribal Historic Preservation Officer Manager of the Twenty-Nine Palms Band of Mission Indians	AB 52	January 30, 2025	No response.	April 8, 2025.	No response.	No response to the AB 52 consultation letter was received within the 30-day response window. A follow-up email was sent on April 8, 2025. No response was received after the follow up email.

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: RCTD Hammond Road and 70th Avenue Bike Lanes

County: Riverside

USGS Quadrangle Name: Mecca, Mortmar

Township: 7 S **Range:** 9 E, 10 E **Section(s):** Many

Company/Firm/Agency: ICF

Street Address: Along Hammond Rd and 70th Avenue

City: Mecca **Zip:** 92254

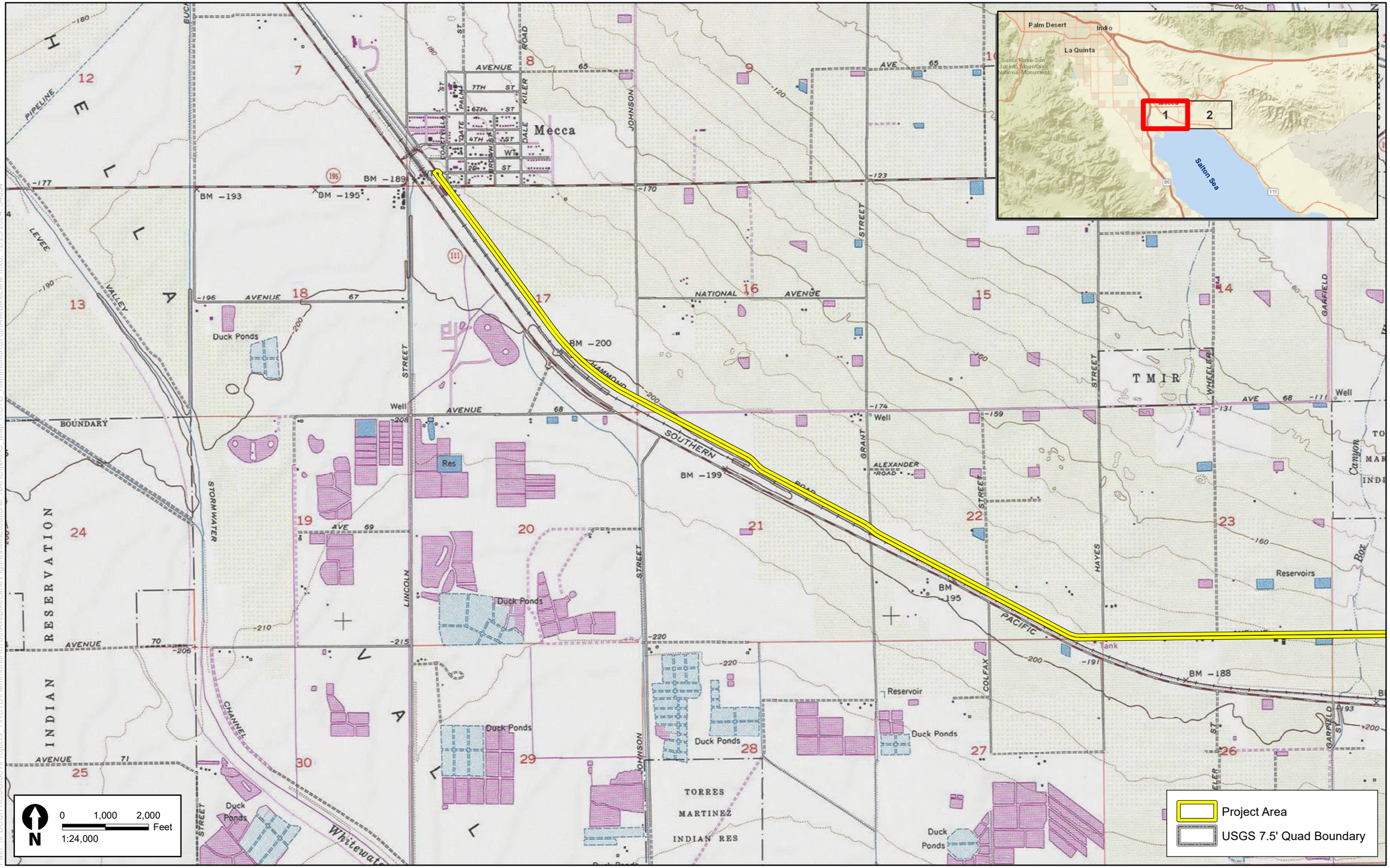
Phone: 619-213-7747

Fax: 844-545-2301

Email: Lauren.Downs@icf.om

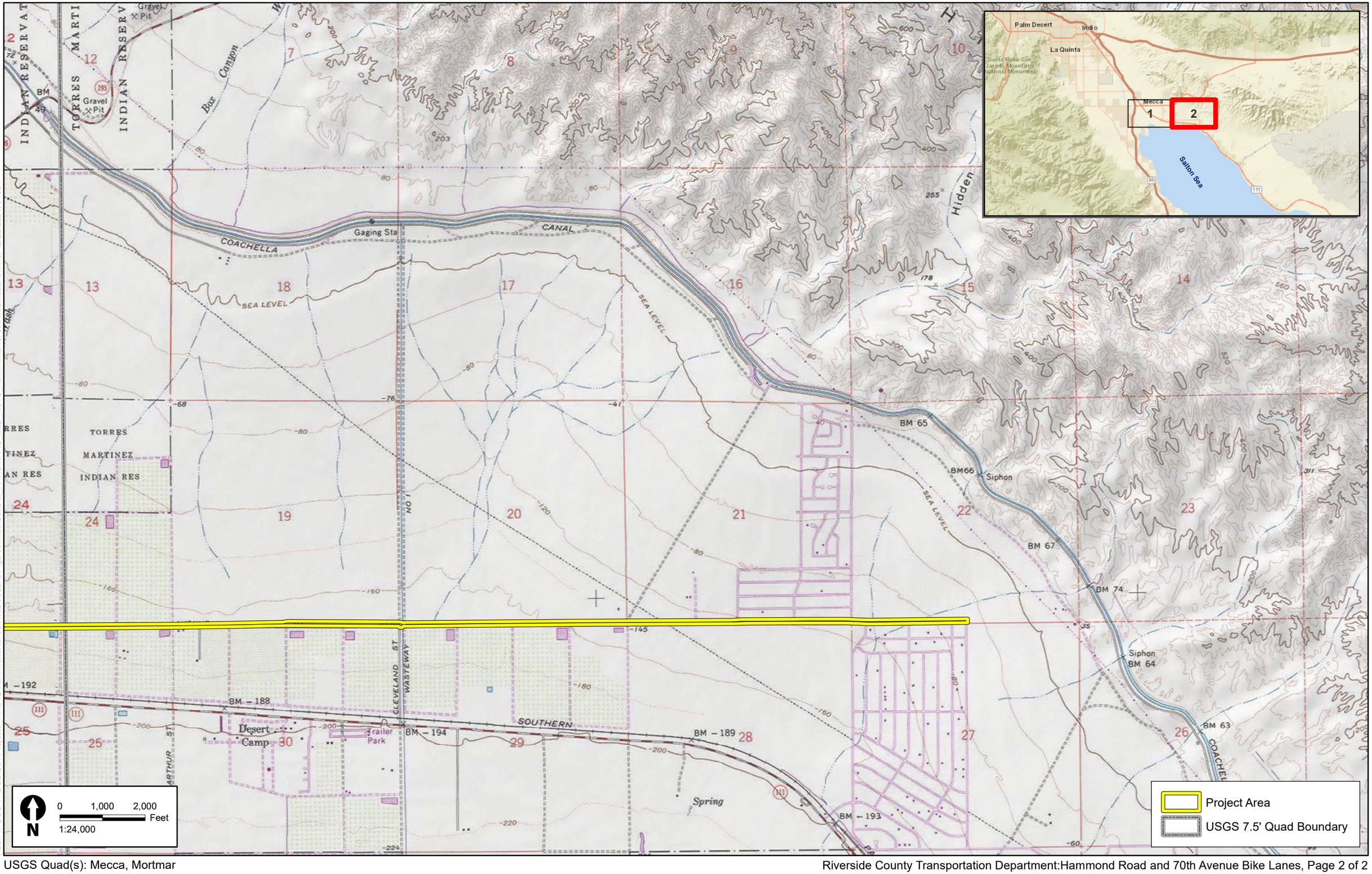
Project Description:

The County of Riverside proposes to construct buffered bike lanes along each side of Hammond Road and 70th Avenue in the unincorporated community of Mecca. Each side of the road would be widened by 9 feet, providing new 5-foot wide bike lanes with 4-foot wide buffers in each direction. Additional roadway safety and maintenance improvements would be implemented as needed to accommodate the road widening, including: modifications/new culverts, as needed; utility modifications; bike lane and roadway signage and striping; and pedestrian facility modifications, as needed.



Path: \\PDCCITRDSGIS01\Projects_1\RCTD\HammondRd70thAveBikeLaneFigures\Misc\Cultural_NAHC\NAHC_Map_RCTD_Ham

USGS Quad(s): Mecca



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USGS Quad(s): Mecca, Mortmar

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Pauma-Yuima Band of Luiseño Indians

ACTING EXECUTIVE SECRETARY
Steven Quinn

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

January 16, 2025

Lauren Downs
ICF

Via Email to: Lauren.Downs@icf.com

Re: RCTD Hammond Road and 70th Avenue Bike Lanes Project, Riverside County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Riverside County
1/16/2025

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Agua Caliente Band of Cahuilla Indians	F	Lacy Padilla, Director of Historic Preservation/THPO	5401 Dinah Shore Drive Palm Springs, CA, 92264	(760) 333-5222	(760) 699-6919	ACBCI-THPO@aguacaliente.net	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	1/11/2024
Augustine Band of Cahuilla Indians	F	Tribal Operations,	84-001 Avenue 54 Coachella, CA, 92236	(760) 398-4722		info@augustinetribe-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	4/18/2024
Cabazon Band of Cahuilla Indians	F	Doug Welmas, Chairperson	84-245 Indio Springs Parkway Indio, CA, 92203	(760) 342-2593	(760) 347-7880	jstapp@cabazonindians-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Cahuilla Band of Indians	F	Erica Schenk, Chairperson	52701 CA Highway 371 Anza, CA, 92539	(951) 590-0942	(951) 763-2808	chair@cahuilla-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	2/1/2024
Cahuilla Band of Indians	F	BobbyRay Esparza, Cultural Director	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		besparza@cahuilla-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	6/28/2023
Cahuilla Band of Indians	F	Anthony Madrigal, Tribal Historic Preservation Officer	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		anthonymad2002@gmail.com	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	6/28/2023
Los Coyotes Band of Cahuilla and Cupeño Indians	F	Ray Chapparosa, Chairperson	P.O. Box 189 Warner Springs, CA, 92086-0189	(760) 782-0711	(760) 782-0712		Cahuilla Cupeno	Imperial,Riverside,San Bernardino,San Diego	
Morongo Band of Mission Indians	F	Ann Brierty, THPO	12700 Pumarra Road Banning, CA, 92220	(951) 755-5259	(951) 572-6004	abrierty@morongo-nsn.gov	Cahuilla Serrano	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	
Morongo Band of Mission Indians	F	Robert Martin, Chairperson	12700 Pumarra Road Banning, CA, 92220	(951) 755-5110	(951) 755-5177	abrierty@morongo-nsn.gov	Cahuilla Serrano	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	
Quechan Tribe of the Fort Yuma Reservation	F	Manfred Scott, Acting Chairman - Kw'ts'an Cultural Committee	P.O. Box 1899 Yuma, AZ, 85366	(928) 210-8739		culturalcommittee@quechantribe.com	Quechan	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	5/16/2023
Quechan Tribe of the Fort Yuma Reservation	F	Jill McCormick, Historic Preservation Officer	P.O. Box 1899 Yuma, AZ, 85366	(928) 261-0254		historicpreservation@quechantribe.com	Quechan	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	5/16/2023
Quechan Tribe of the Fort Yuma Reservation	F	Jordan Joaquin, President, Quechan Tribal Council	P.O.Box 1899 Yuma, AZ, 85366	(760) 919-3600		executivesecretary@quechantribe.com	Quechan	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	5/16/2023

Native American Heritage Commission
Native American Contact List
Riverside County
1/16/2025

Ramona Band of Cahuilla	F	Joseph Hamilton, Chairperson	P.O. Box 391670 Anza, CA, 92539	(951) 763-4105	(951) 763-4325	admin@ramona-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Ramona Band of Cahuilla	F	John Gomez, Environmental Coordinator	P. O. Box 391670 Anza, CA, 92539	(951) 763-4105	(951) 763-4325	jgomez@ramona-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	8/16/2016
Santa Rosa Band of Cahuilla Indians	F	Vanessa Minott, Tribal Administrator	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
Santa Rosa Band of Cahuilla Indians	F	Steven Estrada, Tribal Chairman	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Torres-Martinez Desert Cahuilla Indians	F	Mary Belardo, Cultural Committee Vice Chair	P.O. Box 1160 Thermal, CA, 92274	(760) 397-0300		belardom@gmail.com	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	10/30/2023
Torres-Martinez Desert Cahuilla Indians	F	Abraham Becerra, Cultural Coordinator	P.O. Box 1160 Thermal, CA, 92274	(760) 397-0300		abecerra@tmdci.org	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	10/30/2023
Torres-Martinez Desert Cahuilla Indians	F	Gary Resvaloso, TM MLD	P.O. Box 1160 Thermal, CA, 92274	(760) 777-0365		grestmtm@gmail.com	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	10/30/2023
Torres-Martinez Desert Cahuilla Indians	F	Thomas Tortez, Chairperson	P.O. Box 1160 Thermal, CA, 92274	(760) 397-0300	(760) 397-8146	thomas.tortez@tmdci.org	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	10/30/2023
Torres-Martinez Desert Cahuilla Indians	F	Alesia Reed, Cultural Committee Chairwoman	P.O. Box 1160 Thermal, CA, 92274	(760) 397-0300		lisareed990@gmail.com	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	10/30/2023
Twenty-Nine Palms Band of Mission Indians	F	Sarah O'Brien, Tribal Archivist	46-200 Harrison Place Coachella, CA, 92236	(760) 863-2460		sobrien@29palmsbomi-nsn.gov	Chemehuevi	Imperial,Inyo,Riverside,San Bernardino	11/15/2023
Twenty-Nine Palms Band of Mission Indians	F	Nicolas Garza, Cultural Resources Specialist	46-200 Harrison Place Coachella, CA, 92236	(760) 863-2486		nicolas.garza@29palmsbomi-nsn.gov	Chemehuevi	Imperial,Inyo,Riverside,San Bernardino	11/15/2023
Twenty-Nine Palms Band of Mission Indians	F	Christopher Nicosia, Cultural Resources Manager/THPO Manager	46-200 Harrison Place Coachella, CA, 92236	(760) 863-3972		christopher.nicosia@29palmsbomi-nsn.gov	Chemehuevi	Imperial,Inyo,Riverside,San Bernardino	11/15/2023

Native American Heritage Commission
Native American Contact List
Riverside County
1/16/2025

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed RCTD Hammond Road and 70th Avenue Bike Lanes Project, Riverside County.

Record: PROJ-2025-000247
Report Type: List of Tribes
Counties: Riverside
NAHC Group: All

Appendix E List of Technical Studies

- Biological Technical Memorandum (June 2024)
- Cultural Resource Technical Study (August 2025) (Confidential – Not for Public Distribution)
- Hazardous Waste Initial Site Assessment Checklist (November 2025)
- Aquatic Resources Delineation Report (June 2025)

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Appendix F Response to Comments

All letters commenting on the Initial Study (IS) with Mitigated Negative Declaration (MND) have been reproduced and are included in this appendix, followed by the County of Riverside Transportation Department's (County) responses to those letters. All agencies and members of the public from whom an individual letter was received during the public review period from February 25, 2026, through March 26, 2026, are listed below. A public meeting was held on March 17, 2026, at the North Shore Elementary School in Mecca, California.

The comments and responses received during the public review period are grouped by type of commenter. The types of commenters and unique identifiers are:

- Regional Agency Comment: R-#
- Public Comments: PC-# (received in writing via email or other means, including comments received at a public meeting)

Each issue that was raised within each comment letter has been assigned a consecutive number that corresponds to a response number. For example, the first comment from the Riverside County Airport Land Use Commission is R-1.1, with R-1 being the unique identifier and ".1" referring to the first comment. In order to assist in the location of comment letters and responses, the respective names of the authors of the comment letters are indicated prior to each comment response.

Table F-1 Comments Received

Number	Commenter	Date
Regional Agencies		
R-1	Riverside County Airport Land Use Commission	2/26/2026
R-2	Riverside Transit Agency	3/6/2026
Public Comments		
PC-1	Southern California Gas Company	3/3/2026
PC-2	Eric Fernandez	3/17/2026
PC-3	Gloria Fernandez	3/17/2026
PC-4	Irene Gamboa	3/17/2026
PC-5	Patricia Valdez	3/17/2026

F.1 Regional Agency Comments

F.1.1 Comment Letter R-1: Riverside County Airport Land Use Commission

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From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Thursday, February 26, 2026 6:12 AM
To: Copeland, Don <dcopelan@RIVCO.ORG>
Subject: RE: NOI/NOA for County of Riverside - Transportations Hammond Road and 70th Avenue Bike Lanes Project

R-1.1

The project is outside the airport influence area and outside the jurisdiction of ALUC, therefore ALUC has no comments at this time.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Director

From: Copeland, Don <dcopelan@RIVCO.ORG>
Sent: Wednesday, February 25, 2026 7:19 AM
To: Rull, Paul <PRull@RIVCO.ORG>
Subject: NOI/NOA for County of Riverside - Transportations Hammond Road and 70th Avenue Bike Lanes Project

Attached is the NOI/NOA for the County of Riverside Transportation's Hammond Road and 70th Avenue Bike Lanes Project. Included in this is a Project website that includes Technical Documents and the Initial Study/Mitigated Negative Declaration (IS/MND).

Let me know if you would like more information.

Don Copeland

Senior Transportation Planner
County of Riverside Transportation Department
3525 14th Street
Riverside, CA 92501
Office: (951) 955-6759
Cell: (951) 897-0677

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County of Riverside California

Response to Comment R-1.1

Thank you for your participation in the environmental review process for the project. Your time is appreciated. It is noted that the project is not within an airport influence area.

F.1.2 Comment Letter R-2: Riverside Transit Agency

From: Mauricio Alvarez <malvarez@riversidetransit.com>
Sent: Friday, March 6, 2026 8:26 AM
To: Copeland, Don <dcopelan@RIVCO.ORG>
Subject: RE: NOI/NOA for County of Riverside - Transportations Hammond Road and 70th Avenue Bike Lanes Project

Hello Don,

R-2.1 Thank you for reaching out to RTA. We do not serve that particular area, therefore, there are no comments to submit for this particular project.

Thank you,

Mauricio Alvarez, MBA
Planning Manager
Riverside Transit Agency
p: 951.565.5260 | e: malvarez@riversidetransit.com
Website | Facebook | Twitter | Instagram
1825 Third Street, Riverside, CA 92507

From: Copeland, Don <dcopelan@RIVCO.ORG>
Sent: Wednesday, February 25, 2026 7:17 AM
To: Jennifer Nguyen <jnguyen@riversidetransit.com>
Subject: NOI/NOA for County of Riverside - Transportations Hammond Road and 70th Avenue Bike Lanes Project

You don't often get email from dcopelan@rivco.org. Learn why this is important

Attached is the NOI/NOA for the County of Riverside Transportation's Hammond Road and 70th Avenue Bike Lanes Project. Included in this is a Project website that includes Technical Documents and the Initial Study/Mitigated Negative Declaration (IS/MND).

Let me know if you would like more information.

Don Copeland
Senior Transportation Planner
County of Riverside Transportation Department
3525 14th Street
Riverside, CA 92501
Office: (951) 955-6759
Cell: (951897-0677

Response to Comment R-2.1

Thank you for your participation in the environmental review process for the project. Your time is appreciated. It is noted that the Riverside Transit Agency does not serve the project area.

F.2 Public Comments

F.2.1 Comment Letter PC-1: Southern California Gas Company

From: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Sent: Tuesday, March 3, 2026 10:31 AM
To: Copeland, Don <dcopelan@RIVCO.ORG>
Cc: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>; Santiel, Sante <SSantiel@socalgas.com>
Subject: 3/3/26- Hammond Road and 70th Avenue Bike Lanes Project

Sante Santiel, the SCG Distribution Franchise Planner for this area, has been included in this email. He can be reached at (213) 231-3952 or ssantiel@socalgas.com.

Hello,
Regarding: Hammond Road and 70th Avenue Bike Lanes Project
SoCalGas Distribution does have facilities in the area. Please include a note to have the developer contact 811 / USA at DigAlert | Utility Locating California | Underground Wire & Cable Locator prior to any excavation / demolition activities so we can Locate & Mark out our facilities. **Any excavation activity within ten (10) feet of our High-Pressure facilities will require a SoCalGas employee standby.**
If the Developer needs new gas service, please have them contact our Builder Services group to begin the application process as soon as practicable, at https://www.socalgas.com/for-your-business/builder-services.

PC-1.1

To avoid delays in processing requests and notifications, please have all Franchise correspondence sent to our Utility Request inbox.

Utility Request Contact Information by Region

Southeast Region – Redlands
For requests in the southeastern areas of Los Angeles County, Riverside County, San Bernardino County, and Imperial County, please contact:
SCGSERegionRedlandsUtilityRequest@semprautilities.com

Southeast Region – Anaheim
For all of Orange County and the southern portions of Los Angeles County, please send Map and/or Will Serve Letter requests to:
AtlasRequests/WillServeAnaheim@semprautilities.com

Northwest Region – Compton HQ
For West and Central Los Angeles County, please direct Map Requests and Will Serve Letters to:

PC-1.1 Cont.

SCG-ComptonUtilityRequest@semprautilities.com

Northwest Region – Chatsworth

For requests from the northernmost parts of Los Angeles County extending up to Visalia, San Luis Obispo, Fresno, and Tulare, please contact:
NorthwestDistributionUtilityRequest@semprautilities.com

Transmission

For Transmission-related requests, please contact:
SoCalGasTransmissionUtilityRequest@semprautilities.com

New Business

For new gas service, please contact our Builder Services group to begin the application process:
https://www.socalgas.com/for-your-business/builder-services

Project Notification Requirements

Minor Street Improvement Projects

(Chip Seal, Slurry Seal, Grind & Overlay)

Please notify SoCalGas (SCG) a minimum of four (4) months prior to the start of pavement work to allow sufficient time to conduct required leak surveys and any necessary repairs.

Major Street Improvement Projects

Projects including, but not limited to:

- **Excavations greater than 9 inches**
- **Street widening**
- **Installation of new curbs and gutters**
- **Bus pads**
- **Traffic signals**
- **Street realignments**
- **Grade separations**

AND

Pipeline Projects

Including:

- **Storm drain**
- **Water and sewer lines**
- **Electrical**
- **Telecommunications**

Please provide signed and approved design plans showing all SCG facilities clearly identified:

PC-1.1 Cont.

4–6 months prior to construction for potential relocation of SCG medium-pressure facilities.

- **9–12 months prior to construction for potential relocation of SCG high-pressure facilities.**

This time is required to review plans and design any necessary modifications to conflicting SCG facilities.

Coordination & Relocation Requests

Please keep SCG informed of:

- **Pre-construction meetings**
- **Construction schedules**
- **Project phasing updates**

This information allows SCG to coordinate and schedule any required work.

- **Potholing may be required to determine whether conflicts exist between proposed improvements and existing SCG facilities.**

If SCG facilities are in conflict and relocation is required, requests must be submitted in writing and include the following:

- **A signed "Notice to Owner" on official City, County, and/or company letterhead.**
- **Project name, number, and responsible title.**
- **Project address, location, anticipated start date, parameters, and full scope of work.**
- **A Thomas Guide page and/or Google Maps screenshot clearly highlighting the project area.**
- **Requestor company's contact name, title, phone number, email address, and any additional relevant information.**

Thank you,

Josh Rubal
Lead Planning Associate
Distribution Planning & Project Management
Redlands HQ - Southeast Region
(213) 231-7978 Office
SCGSERegionRedlandsUtilityRequest@semprautilities.com

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County of Riverside California

Response to Comment PC-1.1

Thank you for your participation in the environmental review process for the project and your comments. The project team understands that there are Southern California Gas facilities in the project area and will call 811/Dig Alert prior to ground-disturbing activities. The team will communicate with the appropriate contact, as indicated in the comment letter, which is the Southeast Region-Redlands. As noted in Section 2.19.2 of the IS/MND, Standard Measure **UT-1** ensures that the County would coordinate with affected utility providers and inform affected utility users in advance, as much as feasible, of any potential service disruptions during construction. Furthermore, affected utilities would be relocated in accordance with state law and regulations as well as County policies.

F.2.2 Comment Letter PC-2: Eric Fernandez

HAMMOND ROAD AND 70TH AVENUE BIKE LANES PROJECT

NAME: Eric Fernandez

ADDRESS: P.O. Box 2494 Indio, CA 92202

EMAIL: eric.fernandez@laverne.edu

REPRESENTING: _____

DO YOU WISH TO BE ADDEDTO THE PROJECT MAILING LIST?

- [x] EMAIL
- [ ] MAIL
- [ ] BOTH

PLEASE DROP COMMENTS IN THE COMMENT BOX OR MAIL TO:

DON COPELAND

SENIOR TRANSPORTATION PLANNER

COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

3525 14TH STREET RIVERSIDE, CA 92502-1090

DCOPELAN@RIVCO.ORG

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

PC-2.1

Thank you for being thorough and comprehensive with the presentation. You answered all my questions thoughtfully and cordially. Thank you!

Response to Comment PC-2.1

Thank you for your participation in the environmental review process for the project and your comments.

F.2.3 Comment Letter PC-3: Gloria Fernandez

HAMMOND ROAD AND 70TH AVENUE BIKE LANES PROJECT

NAME: Gloria Fernandez

ADDRESS: 94425 Ave 70, Mecca, CA 92254

EMAIL: globyfaith@aol.com

REPRESENTING: NIA

DO YOU WISH TO BE ADDEDTO THE PROJECT MAILING LIST?

- [x] EMAIL
- [ ] MAIL
- [ ] BOTH

PLEASE DROP COMMENTS IN THE COMMENT BOX OR MAIL TO:

DON COPELAND

SENIOR TRANSPORTATION PLANNER

COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

3525 14TH STREET RIVERSIDE, CA 92502-1090

DCOPELAN@RIVCO.ORG

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

PC-3.1

Thank you for the presentation. All people present answered our questions satisfactorily. We feel this will be a great project for our Community We look forward to having this project approval and funded.

Response to Comment PC-3.1

Thank you for your participation in the environmental review process for the project and your comments.

F.2.4 Comment Letter PC-4: Irene Gamboa

PROYECTO DE CICLOVÍAS
HAMMOND ROAD Y AVENIDA 70

NOMBRE: Irene Gamboa

DOMICILIO: 70350 Sulton View Drive North Shore

CORREO ELECTRONICO: gamboairene69@gmail.com

REPRESENTANDO: _____

¿DESEA SER AÑADIDO A LA LISTA DE CORREO DEL PROYECTO?

- [x] CORREO ELECTRONICO
- [ ] CORREO
- [ ] AMBOS

POR FAVOR DEJE SUS COMENTARIOS EN EL CUADRO DE COMENTARIOS O ENVÍELOS POR CORREO A:

DON COPELAND
PLANIFICADOR DE TRANSPORTE SÉNIOR
DEPARTAMENTO DE TRANSPORTE DEL CONDADO DE RIVERSIDE
3525 14TH STREET RIVERSIDE, CA 92502-1090
DCOPELAN@RIVCO.ORG

ME GUSTARÍA HACER LOS SIGUIENTES COMENTARIOS PARA SER ARCHIVADOS:
(FAVOR DE IMPRIMIR)

PC-4.1

Me da mucho gusto y Felizidad que por fin arreglen la carretera, por la razón que ya hay mucho trafico por aca, Gracias!

Otra commentario, si se pudiera poner una parada del bus "Sun Line" de North Shore en frente de la escuela, con este nuevo proyecto. Gracias

Comment PC-4.1 Translated to English:

"It brings me pleasure and happiness that the highway will finally be repaired, given that there is so much traffic here. Thank you!

Another comment. If you could put a bus stop for the "Sun Line" bus with this new project in front of the North Shore school. Thank you."

Response to Comment PC-4.1: English Translation

Thank you for your participation in the environmental review process for the project and your comments. Construction of a new bus stop is outside the scope of the proposed project. However, the project would not preclude construction of a new bus stop by the SunLine Transit Agency, the agency that provides transit (bus) service in the project area.

Response to Comment PC-4.1: Spanish Translation

Gracias por sus comentarios y su participación en el proceso de revisión ambiental del proyecto. Construcción de una parada de autobús nueva queda fuera del alcance del proyecto propuesto. No obstante, el proyecto no impediría la construcción de una nueva parada de autobús de la agencia de tránsito SunLine, la agencia que provee servicio de transporte (de autobús) en el área del proyecto.

F.2.5 Comment Letter PC-5: Patricia Valdez

HAMMOND ROAD AND 70TH AVENUE BIKE LANES PROJECT

NAME: Patricia Valdez A.

ADDRESS: 98845 Seascape Mesa California

EMAIL: paty.valdez128@gmail.com

REPRESENTING:

DO YOU WISH TO BE ADDEDTO THE PROJECT MAILING LIST?

- [x] EMAIL
- [ ] MAIL
- [ ] BOTH

PLEASE DROP COMMENTS IN THE COMMENT BOX OR MAIL TO:

DON COPELAND
SENIOR TRANSPORTATION PLANNER
COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT
3525 14TH STREET RIVERSIDE, CA 92502-1090
DCOPELAN@RIVCO.ORG

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

PC-5.1

Can you please put a bus stop in front of the school w/ this new design

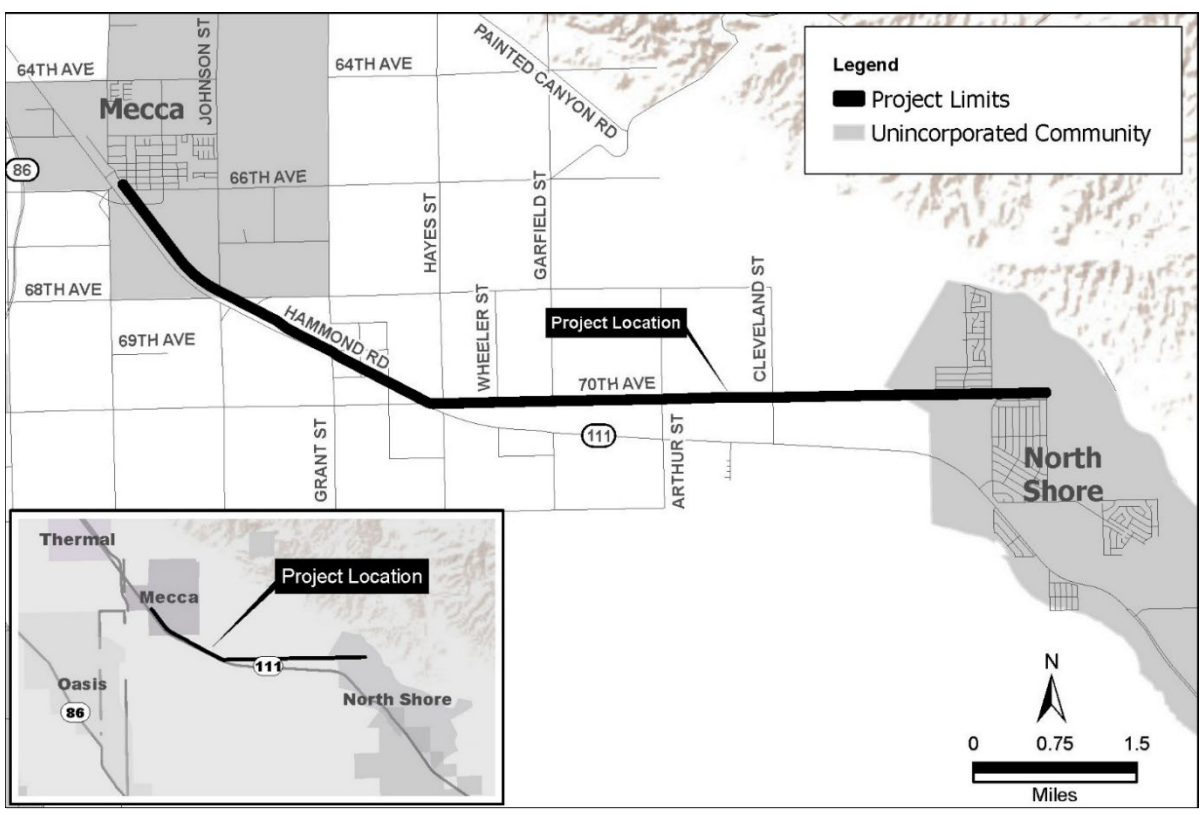
Response to Comment PC-5.1

Thank you for your participation in the environmental review process for the project and your comments. Construction of a new bus stop is outside the scope of the proposed project. However, the project would not preclude construction of a new bus stop by the SunLine Transit Agency, the agency that provides transit (bus) service in the project area.

Public Notice

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

Hammond Road and 70th Avenue Bike Lanes Project



PUBLIC MEETING: WHERE AND WHEN

Date: March 17, 2026
Time: 5:00 p.m. to 7:00 p.m.
Location: North Shore Elementary School, 96-100 70th Avenue, Mecca, California 92254
Room: Multi-Purpose Room

WHAT IS BEING PLANNED?

The County of Riverside Transportation Department (County) is proposing to widen Hammond Road and 70th Avenue to accommodate buffered bike lanes between the unincorporated communities of Mecca and North Shore in Riverside County, California. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes with 4-foot-wide buffers in each direction between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast. An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would be widened. The purpose of the Project is to improve bicycle mobility and safety, vehicular safety, and to improve connectivity between the unincorporated communities of Mecca and North Shore.

WHY THIS PUBLIC NOTICE?

The County, as Lead Agency under the California Environmental Quality Act (CEQA), has studied the proposed Project and concluded that it would not significantly affect the environment. The report detailing this finding is called an Initial Study. This notice serves to advertise the availability of the Draft Initial Study and your opportunity to read and comment on it, as well as the opportunity to attend the public meeting as advertised in this notice. The Riverside County Board of Supervisors will consider approval of the Project and adoption of a Mitigated Negative Declaration (MND) for the Project after March 26, 2026.

WHAT'S AVAILABLE?

The Draft Initial Study with Proposed Mitigated Negative Declaration (MND) for the proposed Project will be available beginning February 25, 2026. This document will be available for 30 days from February 25, 2026 through March 26, 2026. The document will be available for review at the following locations:

- County of Riverside Transportation Department, 3525 14th Street, Riverside, CA 92501 (Monday–Friday, 8:00 a.m. to 5:00 p.m.)
- Riverside County Library (Mecca), 91260 66th Avenue, Mecca, California 92254 (During normal library hours)
- Project website: https://trans.rctlma.org/hammond-rd-70th-ave-bike-lanes

WHERE YOU COME IN

Please submit your comments on the Initial Study in writing no later than March 26, 2026, to Don Copeland, County of Riverside Transportation Department, 3525 14th Street, Riverside, CA 92501, or via email dcopelan@rivco.org. Comments will be accepted beginning February 25, 2026. Based on study findings in the MND, the County has determined that the proposed Project will not have a significant effect on the environment because potential effects would be mitigated to a less-than-significant level through the incorporation of the mitigation measures. Potentially significant impacts for which mitigation measures were incorporated include Biological Resources. Pursuant to Section 15072(g)(5) of the California Environmental Quality Act Guidelines, it has been determined that the proposed Project site is not identified on any of the lists enumerated under Section 65962.5 of the California Government Code pertaining to hazardous wastes. Your written comments will be considered in the decision on the proposed Project and will be forwarded to the Riverside County Board of Supervisors before action is taken on the proposed Project. Notice of said decision will be mailed to any person requesting notification. No decision will be taken until after the review period is complete.

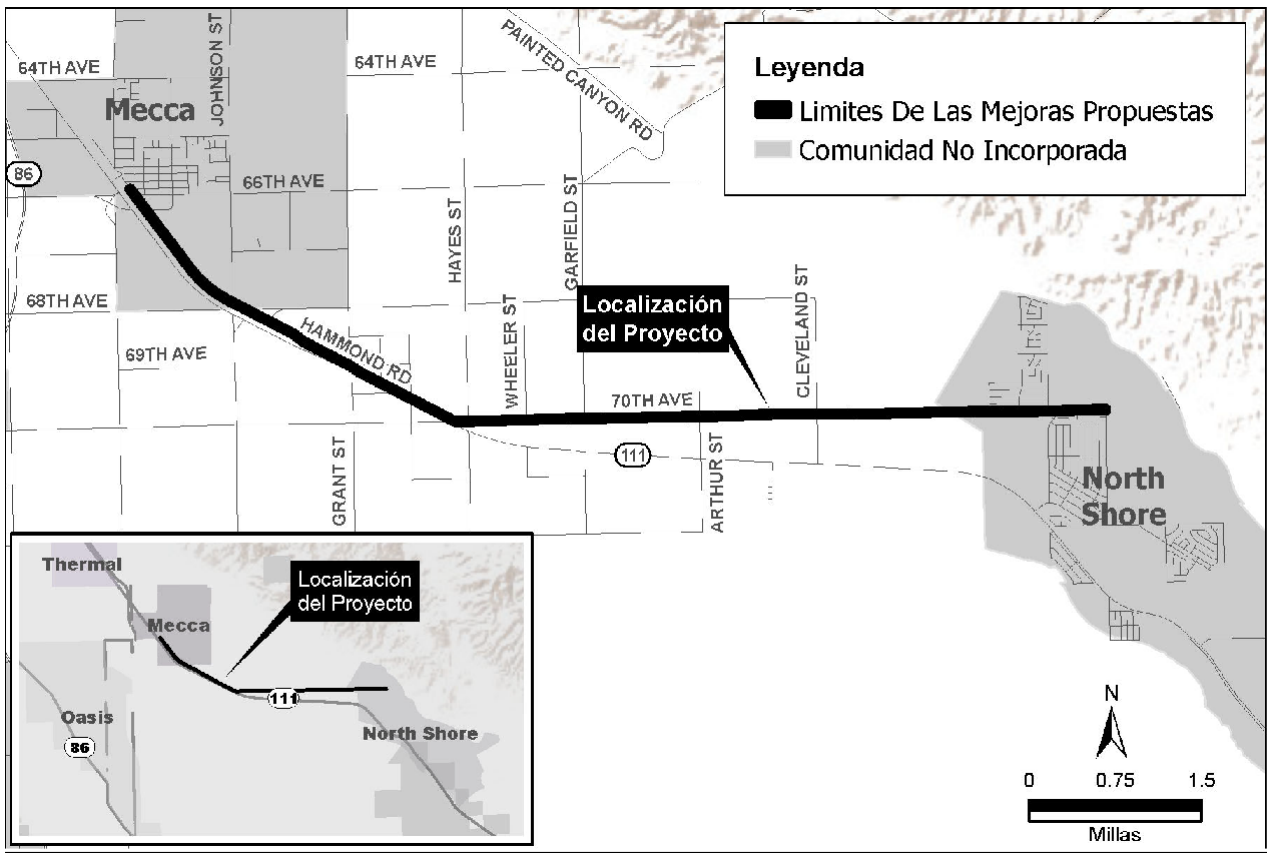
CONTACT

For more information about this Project or to receive a copy of the Draft Initial Study with Proposed Mitigated Negative Declaration for the Hammond Road and 70th Avenue Bike Lanes Project, please contact Don Copeland, Senior Transportation Planner, County of Riverside Transportation Department, at (951) 955-6759 or via email dcopelan@rivco.org. In compliance with the Americans with Disabilities Act (ADA), persons with disabilities may request reasonable accommodations, including auxiliary aids and services at no cost, to participate in the meeting by contacting the individual noted above at least 3 business days before the scheduled event. This document is available in alternate formats upon request.

Aviso Pública

Aviso de Disponibilidad del Estudio Inicial Preliminar y Intento de Adoptar una Propuesta Declaración Negativa Mitigada y Anuncio de Reunión Pública

Proyecto de Carril de Bicicleta en Hammond Road y 70th Avenue



REUNIÓN PÚBLICA: DÓNDE Y CUÁNDO

Fecha: 17 de marzo, 2026
Hora: De 5:00 p.m. a 7:00 p.m.
Locación: North Shore Elementary School, 96-100 70th Avenue, Mecca, California 92254
Sala: Sala de Usos Múltiples (Multi-Purpose Room)

¿QUÉ SE ESTÁ PLANEANDO?

El Departamento de Transportación del Condado de Riverside (Condado) propone ampliar Hammond Road y 70th Avenue para implementar un carril de bicicleta con zonas de amortiguamiento entre las comunidades no incorporadas de Mecca y North Shore en el Condado de Riverside, California. Cada lado de la calle se ampliaría 9 pies, creando nuevos carriles para bicicletas de 5 pies de ancho con zonas de amortiguamiento de 4 pies en cada dirección entre las intersecciones de Hammond Road y 2nd Street al norte, y 70th Avenue y Sea View Way al sureste. Se ampliaría el puente existente sobre el Canal de Aguas Pluviales Wasteway No. 1 del Valle de Coachella (Distrito de Aguas del Valle de Coachella), justo al este de Cleveland Street. El objetivo del proyecto es mejorar la movilidad y la seguridad de los ciclistas y de los vehículos, así como la conectividad entre las comunidades no incorporadas de Mecca y North Shore.

¿POR QUÉ ESTE AVISO PUBLICO?

El Condado, como Agencia Líder bajo la Ley de Calidad Ambiental de California (CEQA, por su acrónimo en inglés), ha estudiado el Proyecto propuesto y ha concluido que no afectaría significativamente el medio ambiente. El reporte que detalla este hallazgo se llama el Estudio Inicial. Este aviso tiene como objetivo anunciar la disponibilidad del Estudio Inicial Preliminar y su oportunidad de poder leerlo y hacer comentarios sobre reporte, así como la oportunidad de asistir a la reunión pública anunciada en este aviso. La Junta de Supervisores del Condado de Riverside considerará la aprobación del Proyecto y la adopción de una Declaración Negativa Mitigada (MND, por su acrónimo en inglés) después del 26 de marzo del 2026.

¿QUE ESTÁ DISPONIBLE?

El Estudio Inicial Preliminar con la Propuesta MND para el Proyecto estará disponible a partir del 25 de febrero del 2026. Este documento estará disponible durante 30 días desde el 25 de febrero del 2026 hasta el 26 de marzo del 2026. El documento estará disponible para su revisión en las siguientes ubicaciones:

- El Departamento de Transportación del Condado de Riverside, 3525 14th Street, Riverside, CA 92501 (lunes a viernes, 8:00 a.m. a las 5:00 p.m.)
- Biblioteca del Condado de Riverside (Mecca), 91260 66th Avenue, Mecca, California 92254 (Durante el horario habitual de la biblioteca)
- Página web del Proyecto: https://trans.rctlma.org/hammond-rd-70th-ave-bike-lanes

SU PARTICIPACION

Por favor, envíe sus comentarios sobre el Estudio Inicial por escrito a no más tardar del 26 de marzo del 2026 a Don Copeland, Departamento de Transportación del Condado de Riverside, a la dirección 3525 14th Street, Riverside, CA 92501, o por correo electrónico a dcopelan@rivco.org. Los comentarios se aceptarán a partir del 25 de febrero del 2026. Basado en los hallazgos del reporte MND, el Condado ha determinado que el Proyecto propuesto no tendrá un efecto significativo en el medio ambiente porque los efectos potenciales se mitigarían a través de la incorporación de medidas de mitigación diseñadas para el Proyecto. Los impactos potencialmente significativos para los cuales se incorporaron medidas de mitigación incluyen a los Recursos Biológicos. De acuerdo con la Sección 15072(g)(5) de las directrices de CEQA, se ha determinado que el sitio propuesto para el Proyecto no está identificado en ninguna de las listas enumeradas en la Sección 65962.5 del Código de Gobierno de California correspondiente a desechos tóxicos o peligrosos. Sus comentarios por escrito se considerarán en la decisión sobre el Proyecto propuesto y se enviarán a la Junta de Supervisores del Condado de Riverside antes de tomar medidas sobre el Proyecto. Se notificará por correo a cualquier persona que lo solicite. No se tomará ninguna decisión hasta que finalice el período de revisión.

DATOS DE CONTACTO

Para obtener más información sobre este proyecto o para recibir una copia del Estudio Inicial Preliminar con la Propuesta Declaración Negativa Mitigada para el Proyecto de Carril de Bicicleta Hammond Road y 70th Avenue, comuníquese con Don Copeland, Planificador Principal del Departamento de Transportación del Condado de Riverside, llamando (951) 955-6759 o por correo electrónico a dcopelan@rivco.org. De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA, por su acrónimo en inglés), las personas con discapacidad pueden solicitar adaptaciones razonables, incluyendo ayuda y servicios auxiliares sin costo, para participar en la reunión poniéndose en contacto con la persona mencionada anteriormente a no menos de 3 días laborales antes del evento programado. Este documento estará disponible en formatos alternativos a pedido.

NOTICE OF DETERMINATION

COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

EA No._____ SCH# 2026020981

PROJECT NAME: Hammond Road and 70th Avenue Bike Lanes Project

DESCRIPTION AND LOCATION: The County of Riverside Transportation Department proposes to widen Hammond Road and 70th Avenue a total of 18 feet. Each side of the road would be widened by 9 feet, providing new 5-foot-wide bike lanes with 4-foot-wide buffers in each direction between the intersections of Hammond Road and 2nd Street to the north and 70th Avenue and Sea View Way to the southeast. An existing bridge over the Wasteway No. 1 Coachella Valley Stormwater Channel (Coachella Valley Water District), just east of Cleveland Street, would be widened to accommodate the new buffered bike lanes. Roadway safety and maintenance improvements would be implemented as necessary for the project.

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

☒The project will not have a significant effect on the environment and a Mitigated Negative Declaration has been adopted pursuant to CEQA and may be examined, along with administrative record, at the Transportation Department, 3525 14th Street, 2nd Floor, Riverside, California 92501. https://trans.rctlma.org/hammond-rd-70th-ave-bike-lanes

☐The Final EIR may be examined, along with administrative record, at the Transportation Department 3525 14th Street, 2nd Floor, Riverside, California 92501 and https://trans.rctlma.org/hammond-rd-70th-ave-bike-lanes

Frances Segovia Title Environmental Project Manager Date 5/18/26

Frances Segovia

Title Director of Transportation Date 5/19/26

Dennis Acuna

HEARING BODY OR OFFICER

XX Board of Supervisors

_____ Planning Commission

ACTION ON PROJECT

_____ Approval

_____ Disapproval

Board of Supervisors Meeting Date/Item #: _____

Verifier Name/Title: Signature: Date: